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draft comprehensive management and use plan
and environmental assessment

SANTA FE TRAIL

NATIONAL HISTORIC TRAIL / MO-KS-OK-CO-NM

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COMPREHENSIVE MANAGEMENT AND USE PLAN AND ENVIRONMENTAL ASSESSMENT

SANTA FE NATIONAL HISTORIC TRAIL

Missouri, Kansas, Oklahoma, Colorado, and New Mexico

U.S. Department of the Interior / National Park Service

SUMMARY

The Santa Fe Trail was the first of America's great trans-Mississippi routes to the West, and it crosses over 1,200 miles of the central and southwestern United States, from Old Franklin, Missouri, to Santa Fe, New Mexico. The trail played a critical role in the westward expansion of the United States, and for nearly 60 years it was an important two-way avenue for commerce and cultural exchanges. It was designated as a national historic trail by Congress in 1987, and it is to be managed and administered by the National Park Service (NPS), in cooperation with state and local jurisdictions, interested groups, and private landowners. This *Draft Comprehensive Management and Use Plan / Environmental Assessment* for the Santa Fe National Historic Trail presents a proposed plan for the protection, historical interpretation, management, and use of the trail corridor, and it analyzes the major environmental consequences of implementing the plan. Where appropriate, alternatives were considered.

The proposed plan would seek to balance resource preservation and visitor use along the trail. The trail is 90 percent privately owned, and the National Park Service must rely on the cooperative management efforts and support of state, local, and private interests, including landowners, to ensure the protection of trail-related resources, to provide outdoor recreational opportunities, and to accomplish the objectives of the interpretive programs. Within this partnership, the Park Service would work to ensure that the trail is managed as a single, integrated resource, with the plan providing the overall guidance for the trail system.

The primary route of the Santa Fe Trail and its two main branches (the Cimarron cutoff and the Mountain branch), as well as the principal side trails, have been mapped, and a total of 164 historic sites and landmarks, plus 28 cross-country segments where wagon ruts are still evident, have been initially identified as significant. Under the proposed plan official markers would be placed along the historic route to permanently establish the location of the trail in many places where no visible ruts or other traces remain, as well as along the visible parts of the route. Markers would also be placed along existing public roads, developed rights-of-way, or similar man-made features that approximate the historic route. No markers would be erected on privately owned land without the owner's consent.

To ensure the protection of resources along the trail, all cultural, natural, and scenic resources would be inventoried and analyzed to determine appropriate resource preservation techniques and the potential for visitor use or interpretation. Priorities would be established to preserve sites and segments. For significant resources on nonfederal land, the Park Service would offer technical assistance, as requested, to help protect these resources. This would include technical assistance under the national historic landmark program, use of NPS Historic Preservation Fund grants, and the encouragement of preservation efforts through tax incentives. Programs would also be encouraged to conduct further research to improve knowledge, understanding, and appreciation of trail remnants, related resources, and the overall historical significance of the trail.

Visitor services and facilities under the proposed plan would be provided to the extent that they were in harmony with the protection and preservation of significant cultural and natural resources. An integrated interpretive system would be developed to promote a full range of opportunities for public enjoyment, appreciation, and understanding of the trail.

The system would consist of five main trail orientation centers, a network of associated museums, coordinated wayside exhibits, highway pulloffs, and NPS-produced or -approved publications, films, and audiocassettes. All facilities would be designed so as to protect and preserve trail resources.

Guidelines would be proposed to control or prevent uses that might impair resource integrity, public appreciation, and landowner cooperation. To provide for recreational opportunities along the trail, short and long distance trails for hiking, horseback riding, and driving wagons would be developed along certain segments. The National Park Service would encourage state and local governments, private groups, landowners, and federal land-managing agencies along the route to help establish and maintain the various types of trails. An automobile tour route would also be designated along adjacent modern highways from Old Franklin to Santa Fe so that the public would have an opportunity to follow the approximate route of the trail. The Park Service would encourage the implementation of a coordinated trailwide marketing and promotion plan in cooperation with the five trail states.

Trail segments and historic sites on nonfederal land would be officially included as part of the Santa Fe National Historic Trail only if they were certified as protected segments. Resources would have to be documented by the owner or other appropriate sponsor in a brief, but comprehensive application; management objectives for the site or segment would be established; and management responsibilities for each nonfederal site or segment would be defined. Segments or sites would not be officially certified unless the necessary environmental compliance procedures had been undertaken.

The proposed plan would have minor impacts on natural resources along the route of the Santa Fe Trail. Surveys and research programs would locate unknown archeological sites, and long-term protection would be provided to significant resources through cooperative management agreements, acquisition, or other techniques. The actual route of the historic trail would be preserved through marking and certification of important segments. Visitors would have a better understanding of the trail's national significance as a result of interpretive programs, exhibits, and publications. Marking the historic trail route, designating an automobile tour route, and developing recreational opportunities along the trail corridor would also enhance public awareness of the trail. Efforts to protect trail resources on nonfederal lands could affect private landowners; however, no actions on private lands would be taken without the consent of the landowner. Landowners who did agree to help protect trail resources or to allow public access could be affected by possible limitations on their use of the affected property and the presence of visitors. While landowners would not be indemnified against liability by the federal government, all five trail states have laws that protect landowners from liability when they make their lands available to the public for recreational purposes and do not charge fees. Property damage arising from visitor use cannot be compensated by the National Park Service. Local economies along the trail route could benefit to some degree because of increased tourist expenditures. More tourist activities along the trail could result in minor traffic increases, and existing roads, streets, or pulloffs might have to be upgraded to improve visitor access to important sites or segments.

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INTRODUCTION

PURPOSE OF AND NEED FOR THE PLAN

The importance of the Santa Fe Trail has long been recognized, and the 1968 National Trails System Act (Public Law 90-543) listed it as one of 14 trails to be studied for possible designation as either a national scenic or recreation trail. In 1976 the former Bureau of Outdoor Recreation determined that the Santa Fe Trail was nationally significant and merited recognition for the role it played in the westward expansion of the United States. However, the trail did not meet the legislative criteria for designation as a national scenic trail.

In 1978 a new category for national historic trails was created. To qualify as a national historic trail, a trail must meet the following criteria:

(1) It must have been established by historic use, and it must be historically significant as a result of that use.

(2) It must be of national significance with respect to American history.

(3) It must have significant potential for public recreational use or historical interest, based on historic interpretation and appreciation.

The Santa Fe Trail clearly met these criteria, as supported by National Park Service (NPS) testimony in 1986 and 1987 before House and Senate subcommittees, and on May 8, 1987, President Ronald Reagan signed Public Law 100-35 (an amendment to the National Trails System Act) to establish the Santa Fe National Historic Trail (see appendix A). The designated trail extends approximately 1,200 miles from Old Franklin, Missouri, through Kansas, Oklahoma, and Colorado to Santa Fe, New Mexico.

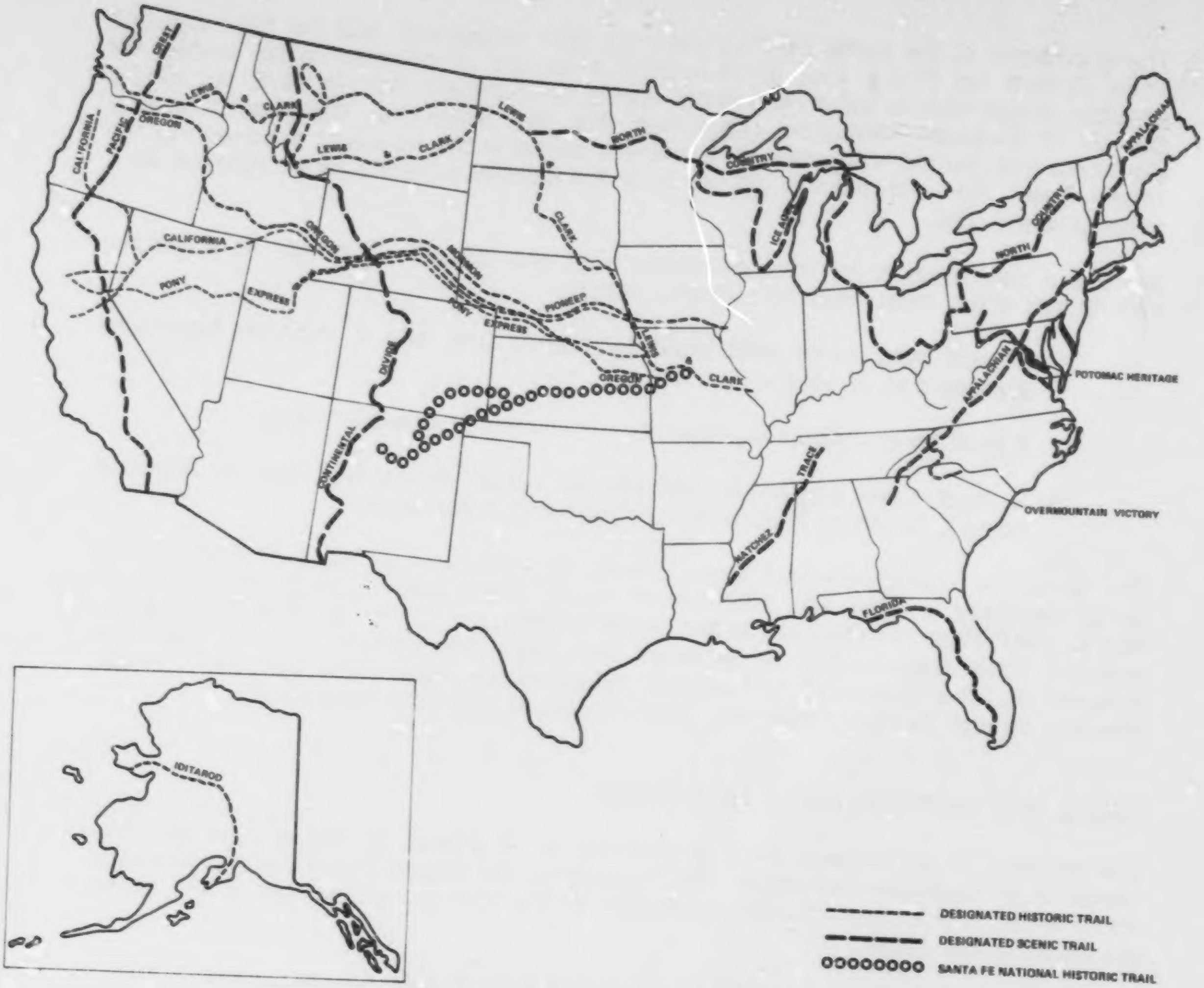
LEGAL AND ADMINISTRATIVE DIRECTIONS

The purpose of the National Trails System Act is "to provide for the outdoor recreation needs of an expanding population" and "to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the nation."

Generally, national trails are established and managed through the cooperative efforts of federal, state, and local governments, private landowners, and cooperating groups. For the Santa Fe National Historic Trail, the National Park Service will help ensure that the trail is appropriately protected, interpreted, and developed by coordinating the efforts of many governmental agencies and various private sector interests. A certification process, limited financial assistance, and other incentives will be used by the Park Service to help achieve the trail's purposes. The responsibilities for managing the trail will be in the hands of state and local governments, private landowners, and organizations, except for those parts of the trail that are federally owned and managed.

The National Trails System Act provides for the following items, among the other provisions (see appendix A):

- the role of federal agencies in trail management
- the role of a trail advisory council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CONTINENTAL DIVIDE
POTOMAC HERITAGE
APPALACHIAN
TRACE
NATCHEZ
OVERMOUNTAIN VICTORY
FLORIDA
IDITAROD
DESIGNATED HISTORIC TRAIL
DESIGNATED SCENIC TRAIL
SANTA FE NATIONAL HISTORIC TRAIL

NATIONAL TRAILS SYSTEM

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

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- the official process for mapping the trail route
- permitted trail uses
- the role of interpretive sites
- the role of federal financial assistance
- the role of the federal government and others in land acquisition or cooperative agreements
- the role of volunteers in trail management

To provide an overall management framework for the Santa Fe National Historic Trail, a comprehensive management and use plan must be prepared, as required by the National Trails System Act, as amended. The plan is to include the following sections:

- specific objectives and practices to be observed in managing the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, and details of any anticipated cooperative agreements to be consummated with state and local governmental agencies or private interests

- the process to be followed in marking the trail

- protection measures for any high potential historic sites or high potential route segments

- potential side or connecting trails

PL 100-35 further specifies that land or interests in land outside the boundaries of existing federally administered areas can be acquired for the national historic trail only with the owner's consent:

> No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Santa Fe Trail except with the consent of the owner thereof. Before acquiring any easement or entering into any cooperative agreement with a private landowner with respect to the trail, the Secretary [of the Interior] shall notify the landowner of the potential liability, if any, for injury to the public resulting from physical conditions which may be on the landowner's land.

This requirement is a one-time notice to the landowner of a potential problem with public access and does not imply any federal indemnification (House Report 100-16). In any event, each of the five trail states have statutes that can protect landowners from recreational use liability (see appendix C). Also, the Volunteers in the Parks Act of 1969 provides a way for the federal government to protect cooperating landowners from such liability claims.

In addition to the legislative requirements discussed above, the comprehensive plan is also to describe and analyze the following:

- resource management strategies for resource preservation, interpretation, and visitor use development

- marketing and tourism opportunities

- appropriate levels and types of visitor use

- responsibilities for resource preservation, interpretation, visitor use, development, operations, and maintenance of trail sites and markers

- certification procedures for nonfederal trail segments

MANAGEMENT OBJECTIVES

Management objectives have been written for the Santa Fe National Historic Trail to provide a framework that enables managers and planners to work toward fulfilling the trail's legislative purposes, while applying NPS policies. The following objectives have guided the preliminary development of the proposed plan for the Santa Fe Trail.

Resource Protection

Promote the protection of significant cultural and natural resources along the route of the Santa Fe National Historic Trail; help protect resources from overuse, vandalism, and inappropriate use; and promote compatible adjacent uses.

Encourage research to improve knowledge, understanding, and appreciation of trail remnants, related resources, and their overall significance.

Implement measures as necessary to protect qualifying high potential (significant) route segments and historic sites.

Visitor Use

Promote outdoor recreation, public enjoyment, appreciation, and understanding of the Santa Fe Trail and related sites, including side trails.

Encourage interpretive activities and programs, including publications, that are based on historical or archeological examination and documentation; and promote the incorporation of the multi-cultural influences on trail development and use into interpretive activities and programs.

Develop a thematic framework to allow for consistent and coordinated interpretation by various managing entities along the trail, and promote coordinated interpretive efforts among national park system sites along the trail.

Provide visitors with opportunities to see and appreciate actual remnants of the trail and related sites, and facilitate access to trail sites where appropriate.

Provide each visitor with the opportunity for a safe and enjoyable experience.

Ensure public understanding of the roles of the various entities that may administer and manage the trail and related sites, and foster visitor respect for the rights of the landowners.

Provide programs and access to facilities for special populations (e.g., disabled, non-English speaking visitors).

Control or prevent uses of the trail and related sites that impair resource integrity and public appreciation.

Development

Mark the historic and auto tour trail routes with standardized and recognizable markers.

Provide the minimum facilities necessary to allow for the enjoyment and protection of resources.

Encourage the adoption of a unified design theme for signs, exhibits, and public use facilities when appropriate.

Restore the setting of trail segments or sites where economically feasible.

Management and Cooperation

Define proper roles and responsibilities for the National Park Service and other managing entities; coordinate and stimulate efforts to manage the trail; use existing NPS staff resources along the trail to assist in furthering the purposes of the trail; and consult with the Santa Fe National Historic Trail Advisory Council on matters related to trail administration.

Authorize use of the official national historic trail symbol in conjunction with appropriate interpretive activities, programs, information materials, and appropriate fund-raising activities.

Certify official trail segments when such recognition is justified and consistent with the purposes of the National Trails System Act, as amended.

Coordinate efforts at all levels to fulfill the purposes of the Santa Fe National Historic Trail, as stated in the National Trails System Act, as amended.

Develop effective partnerships with and between managing entities, private landowners, trail supporters, and private organizations, as well as federal, state, and local agencies.

Promote the management or development of the whole trail in ways that enhance its integrity and that transcend the overlying political boundaries and geographic divisions.

Provide technical assistance, support, or limited financial assistance for efforts to further the purposes of the national historic trail.

Encourage coordinated efforts to promote appropriate trail-related tourism along the entire trail route.

Provide for appropriate fund-raising and donation programs to help further trail purposes.

HISTORY AND SIGNIFICANCE OF THE TRAIL

The Santa Fe Trail was the first of America's great trans-Mississippi routes to the West. The trail played a critical role in the westward expansion of the United States and the commercial development of the Southwest. For nearly 60 years it was a two-way road, bringing badly needed material goods to New Mexico, sending scarce silver coin, mules, and wool to Missouri, and enriching a western frontier with the culture of the Southwest.

Indian and later Spanish explorers and colonists pioneered the pathways that eventually became the Santa Fe Trail. French and British traders, daring the closed door policy of Spain in her northern Mexican provinces, searched for ways to Santa Fe and riches. Zebulon M. Pike, in his journals published in 1810, was the first American to suggest the possibility of sizable commercial opportunities that would be involved in overland trade with Mexico. Under Spanish rule (prior to 1821) trade goods were transported 2,000 miles from Vera Cruz, Mexico, to Santa Fe. Mexico's independence from Spain in 1821 opened the frontier barriers to American traders.

In 1821 William Becknell, known as "The Father of the Trail," helped establish the new trade route by driving pack horses loaded with trade goods from Old Franklin, Missouri, across the plains in order to trade with Indians. Mexican troops intercepted him and invited him to trade in Santa Fe. He opened legal commerce between the United States and Mexico through Santa Fe. During the next 25 years many other merchants, both Mexican and U.S. citizens, followed Becknell's path across the southern prairies. The trail quickly became a lucrative trade route far into Mexico, and thus it spurred an economic boon for Mexico's northern provinces and Missouri's depressed economy.

In 1846, the first year of the Mexican War, Brigadier General Stephen W. Kearny led troops from Fort Leavenworth to Bent's Fort and over Raton Pass to the town of Las Vegas, New Mexico, where he expected to face the Mexican Army. However, the occupation was peaceful and Kearny marched into Santa Fe unopposed. After the end of the Mexican War, the Treaty of Guadalupe Hidalgo added New Mexico to the territory of the United States. The volume of business following the Mexican War dwarfed the pre-war trade; over 1,800 wagons crossed the plains in 1858, with much of the merchandise destined for the U.S. Army, which was committed to protecting the new territory.

Throughout the 1840s and 1850s rapid changes took place along the trail. The buffalo decreased in number, while military posts such as Fort Union were established to protect the trade caravans from the increasingly hostile Plains Indian tribes. Cholera epidemics spread through the Indian tribes in the late 1840s, and in 1849 Bent's Fort was burned and abandoned, probably as a health measure. William Bent, in an effort to reestablish the Indian trade, built Bent's New Fort on the Arkansas River at Big Timbers, about 40 miles downstream from the original fort.

Following the Mexican War, there were more and more confrontations along the Santa Fe Trail between the various southern Plains Indian tribes, whose homelands were being overrun, and the increasing number of travelers and settlers. Reports for the period show that there were no comparatively safe areas between Council Grove, Kansas, and Watrous (La Junta), New Mexico, a stretch of 600 miles.

The Civil War came to New Mexico in 1861, and by early 1862 a Confederate force was marching up the Rio Grande, intent on capturing Fort Union and ultimately the Colorado gold mines. After the fall of Albuquerque and Santa Fe, a combined force of volunteer and regular federal troops marched to meet the Confederates in the Battle of Glorieta Pass. Here the two armies fought the most decisive western battle of the Civil War. Defeated, the Confederacy never mounted another serious threat along the Santa Fe Trail.

During the Civil War, Indian conflicts caused the Cimarron cutoff to be abandoned. To accommodate the increased trade along the Mountain branch, "Uncle Dick" Wootton built a toll road over Raton Pass. The road became the vital connecting link between the Arkansas River valley and New Mexico until the Atchison, Topeka, and Santa Fe Railway won the right-of-way through Raton Pass in 1878.

Railroad construction started west from Topeka, Kansas, in 1864 and initiated the decline of the trail. On February 9, 1880, the first steam engine passed near Santa Fe, thus ending 59 years of overland use along the Santa Fe Trail. The era of freight wagons, oxen, and mules, crossing vast distances over the rutted plains ceased, and most of the trail passed out of active use.

THE PROPOSED PLAN AND ALTERNATIVES CONSIDERED

PROPOSED MANAGEMENT AND USE PLAN AND OPTIONS CONSIDERED

The proposed management and use plan for the Santa Fe National Historic Trail seeks to balance resource preservation and visitor use along the trail. The goal of the National Park Service is to administer the Santa Fe Trail with the same care and effort afforded to other national historic trail units of the national park system, while recognizing the intents and authorities of the National Trails System Act, as amended. The Park Service must rely on the cooperative efforts and support of state, local, and private interests, including landowners and other federal land-managing agencies, to ensure the protection of trail-related resources, to provide outdoor recreational opportunities, and to accomplish the objectives of the interpretive program. Within this partnership of federal, state, local, and private interests, the Park Service would work to ensure that the trail is managed as a single, integrated resource – a trail system. It would also work to facilitate actions and programs by state and local governments, and it would offer technical advice and assistance to public as well as private owners of trail resources.

The main elements of the plan are presented in this section. They include the identification of the historic route and significant resources, resource protection and management, visitor use (including proposed interpretive themes, development, and guidelines for trail use), management and cooperation (including trail marking techniques, certification procedures for trail segments, and cooperative management agreements), and marketing opportunities to promote tourism.

HISTORIC ROUTE AND SIGNIFICANT RESOURCES

Historic Route

The Santa Fe Trail (including its two main branches – the Mountain branch and the Cimarron cutoff) crosses over 1,200 miles of the central and southwestern United States. This differs from the legislative description of an approximately 950-mile trail, because of more accurate research and mapping. Each group of travelers followed slightly different routes, depending on the season and whether the year had been wet or dry. These variations resulted in routes that were several yards to several miles apart from one year to the next. In addition, adventurers willingly tried alternative routes and cutoffs to either find water, avoid possibly hostile Indians, or shorten the trail. The routes became braided as mud holes, dust, excessive ruts, insufficient forage for draft animals, or difficult stream crossings forced travelers to move away from the main route. As a result, various branches and trailheads on the plains developed and then declined as time passed.

For American travelers the trail originated at various locations in Missouri, moving upriver from Old Franklin to the Independence area by the late 1820s (a distance of 112 miles); Westport, near present-day Kansas City, became the last staging area. During the early years of the trail, traders organized and made final equipment purchases at Council Grove, Kansas. When the wagon trains reached the Arkansas River in central Kansas, the trail followed the river's north bank to the Middle Crossings near the present town of Cimarron, Kansas. Here the trail branched, with the Cimarron cutoff heading southwest across a 60-mile stretch of waterless plains known as *La Jornada* – the journey – to the Cimarron River. The wagons then followed the river and prairie springs across what is now the Oklahoma Panhandle and entered New Mexico, just before coming to McNees

Crossing. Using such landmarks as Rabbit Ears Peaks, Round Mound, and Point of Rocks, travelers found the Rock Crossing of the Canadian River, where they turned southwest to Wagon Mound and Watrous (then known as La Junta).

The Mountain branch followed the north bank of the Arkansas River to Bent's Old Fort in Colorado. Here the wagon trains forded the river and headed toward Raton Pass and down to the small village of Cimarron, New Mexico, and on to Ocate and Fort Union. After the two branches rejoined at Watrous, the trail passed through Las Vegas, San Miguel del Vado, and over Glorieta Pass to Santa Fe. The Mountain branch was favored during the Mexican and Civil wars because there was less chance that the trains would be attacked. Once railroads were constructed, wagons went from the end of the tracks over the Mountain branch to Santa Fe and beyond.

The Mexican travelers began their journey on the trail in Santa Fe, many times continuing from Chihuahua, Mexico, swinging around the Sangre de Cristo Mountains by way of Glorieta Pass, and entering the Great Plains. They halted at Watrous (La Junta) to organize and to wait until enough wagons were present to continue a safe journey over the plains. Their choice at Watrous was to take the Mountain branch or the Cimarron cutoff since they were camped at that intersection. The destination was the eastern terminus of the trail and then to the lower middle Missouri and Mississippi valleys, where they sold their goods and continued east as far as New York City to buy goods for their return to the Southwest.

For travelers who used the Cimarron cutoff, the approximate distance from Old Franklin was 865 miles (753 miles from Independence), with the cutoff itself measuring 294 miles from the center crossing of the Middle Crossings of the Arkansas River to Watrous. For travelers on the Mountain branch, the total distance from Old Franklin was 909 miles (797 miles from Independence); the Mountain branch itself, from the Upper Crossing near Lakin, Kansas, to Watrous, measures 338 miles.

Miles of trail in each of the five states through which the main corridor passes are shown below (for the mileage from Independence, subtract 112 miles):

Missouri (from Old Franklin)	130
Kansas	
Cimarron cutoff	446
Mountain branch	401
Oklahoma	
Cimarron cutoff	46
Colorado	
Cimarron cutoff	14
Mountain branch	181
New Mexico	
Cimarron cutoff	228
Mountain branch	197

Major side trails that saw significant commercial or military freight use have been identified after the evaluation of many trails that intersected the Santa Fe Trail. The following major side trails should be studied to determine how they can be preserved and whether or not they should be included as designated parts of the Santa Fe National Historic Trail:

Aubry cutoff	
Kansas	64
Colorado	46
Oklahoma	12
Total	123
Military road – Granada, Colorado, to Fort Union, New Mexico	
Colorado	133
New Mexico	104
Total	237
Military road – Fort Hays to Fort Dodge (Kansas)	90
Fort Leavenworth branches (Kansas)	188

All other branches, wet and dry routes, crossings of the Arkansas River, and various cutoffs measure 470 miles. (This does not include braided ruts very near one another.)

So that significant trail sites and segments will be recognized as associated with the Santa Fe Trail, suitable markers are to be placed along the historic trail route. For the purposes of this management and use plan, the main route plus the two main branches (the Mountain branch and the Cimarron cutoff) are considered as being of equal importance in terms of official designation and marking. The general trail route is shown on the Historic Route map, and in much greater detail on the maps in the separate *Map Supplement* volume. A total of about 76 miles of the route could not be precisely located (these segments are denoted by a dashed line on the trail maps). If subsequent research shows that a change is needed in the primary route, then an official map correction will be published in the *Federal Register*.

Historic Sites and Cross-Country Segments

High potential sites and segments along the Santa Fe Trail are to be identified in accordance with section 5(e) of the National Trails System Act. Each of these site or segments should provide an opportunity to interpret the trail's historical significance and to provide high-quality recreation along a portion of the route having greater than average scenic values and also offering visitors the chance to vicariously share the experience of trail users. Criteria include historical significance, presence of visible historic remains, scenic quality, and relative freedom from intrusion.

For the purposes of this comprehensive management and use plan, a trail reconnaissance was conducted in spring 1988, beginning near Old Franklin, Missouri, and ending in Santa Fe, New Mexico; both the Cimarron cutoff and the Mountain branch were followed, plus side and connecting trails. This afforded an opportunity for the planning team to see firsthand the sites, to determine their status and condition, and to obtain information for the mapping and site inventory.

High potential sites and cross-country segments were selected in several steps. The National Park Service first requested five consultant historians to identify the historic sites they believed to be the most significant, and the cross-country segments that offered the most potential for historical or recreational enjoyment. To qualify, a site had to have a major historical significance pertaining to commerce or other associated activities along the Santa Fe Trail. The historians drew on their own personal knowledge of the Santa Fe Trail by studying it on the ground and from reading numerous references. The types of sites selected include geographic landmarks, water crossings, campsites, graves, trail junctions, six stage stations, and other structures. In selecting cross-country segments, the criteria used were a high degree of integrity and well-defined trail ruts extending 0.5 mile to over 50 miles. These segments also had to offer outstanding historic or scenic values. The high potential sites would be designated as historic components of the Santa Fe National Historic Trail. A total of 164 historic sites and 28 cross-country segments (totaling 174.9 mi) were identified. The historic sites are briefly described in appendix B, and the cross-country segments are listed in table B–1.

Among the historic sites and cross-country segments selected are trail-associated resources that either are in present national park system units, that are designated as national historic landmarks, or that are listed on the National Register of Historic Places. Those resources within national park system units are fully protected and interpreted according to NPS management policies and guidelines. National historic landmarks are, by definition, of national significance, and they must be officially designated by the secretary of interior, and by such designation they are eligible for NPS technical assistance programs. Historic landmarks are also subject to yearly reviews of threats to their integrity. Trail resources listed on the National Register of Historic Places are designated as being of local, state, or national significance, and they are afforded recognition and some protection when directly or indirectly impacted by federal projects, through compliance with provisions of the 1966 National Historic Preservation Act, as amended.

The historic sites and cross-country segments listed in this plan do not represent a comprehensive listing of all trail-related resources. This plan proposes a historic resource study to inventory and develop a comprehensive listing and to evaluate significant resources. This study would identify additional historic sites and cross-country segments eligible for national historic landmark status, or listing on the National Register. This study would also identify archeological and ethnographic sites, and it would summarize the number of archeological or historic sites listed on, or determined eligible or potentially eligible for listing on, the National Register.

As stated above, the proposed plan defines a significant trail segment as a segment with ruts extending for 0.5 mile or farther. This figure was selected as the minimum length necessary for visitors to retrace the historic route and achieve a quality experience. Those segments less than 0.5 mile are recognized as significant and have been located on the official trail maps found in the *Map Supplement* for this plan. Smaller trail segments are automatically protected as significant resources on federal lands, with the various federal agencies following their own management policies for resource protection. The segments with ruts on private lands can be recognized through the certification process described later in this plan. Those smaller segments may be significant

MAPS

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interpretive points. The designated trail route might not qualify for preservation where there is no existing trail evidence, but there could still be some interpretive value. The trail route could be used for interpretation or recreational activities (for example, hiking) or to connect visible trail resources. These segments could also be certified as components of the Santa Fe National Historic Trail.

Table 1: Location and Number of Historic Sites and Cross-Country Segments Qualified to be Components of the Santa Fe National Historic Trail.

	Sites	Segments
Missouri	29	0
Kansas	65	6
Oklahoma	8	4
Colorado	14	1
New Mexico	48	17
Total	**164**	**28**

National Park System Areas

Three sites of exceptional significance along the Santa Fe National Historic Trail are administered by the National Park Service. They relate directly to the trail, and the interpretive programs explain their respective roles in trail history.

Fort Larned National Historic Site, Kansas. Fort Larned protected traffic along the Santa Fe Trail from 1859 to 1878, was the key military post in the Indian War of 1868-69, and served as an Indian agency during the 1860s. It is one of the best preserved frontier military posts in the American West as well as on the Santa Fe Trail. Nine of the ten original stone buildings remain today, with the tenth reconstructed in 1988. A 44-acre tract near the fort preserves ruts of the Santa Fe Trail.

Bent's Old Fort National Historic Site, Colorado. Bent's Old Fort was constructed in 1833-34 by Charles and William Bent and Ceran St. Vrain. It quickly became a center of trade on the plains with the Indians and travelers on the Santa Fe Trail. The firm also operated mercantile establishments in Taos and Santa Fe, which provided trade goods for the fort. Their influence on the plains with the Indian tribes was unsurpassed. Bent's Old Fort is reconstructed and furnished as it might have been in 1846.

Fort Union National Monument, New Mexico. Fort Union was established along the Santa Fe Trail in 1851. Soldiers provided supplies for the campaigns against the southern Plains Indians, defeated Confederate forces at the Civil War Battle of Glorieta Pass, and protected travelers on the trail. After 1862, the fort became the principal quartermaster depot in the Southwest, receiving supplies over the trail for distribution to other posts.

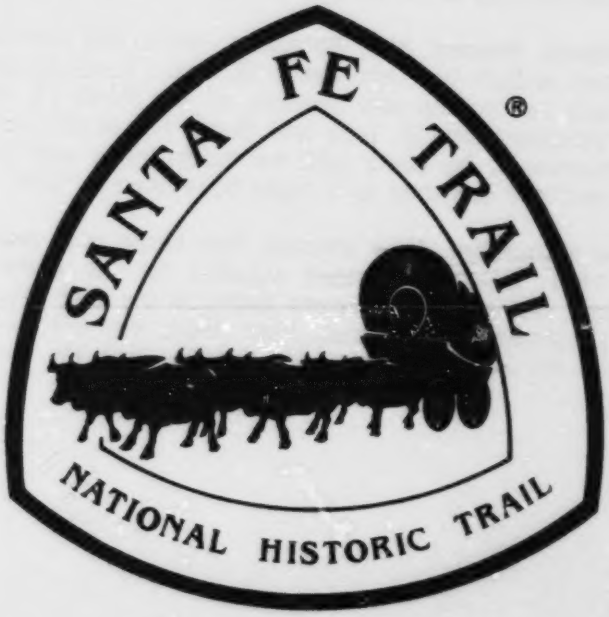
Marking the Trail

Various attempts have been made over the years to commemorate the route of the Santa Fe Trail. State chapters of the Daughters of the American Revolution placed granite markers intermittently along the trail, as well as three "Pioneer Mother" statues in the early 1900s as part of their organization's effort to mark historic trails. From 1928 to 1948 the states and early highway associations installed markers. Starting in 1948, the American Pioneer Trail Association posted signs along highways to commemorate the Santa Fe Trail. This project originated with the Kansas City chapter, and oval-shaped metal signs – with a distinctive symbol of a wagon, mules, and a driver – were put on schoolhouses along the route. Today many of these signs have been vandalized or removed, although a few can still be found in scattered locations along the trail.

In the 1960s an organization known as the Santa Fe Trail Highway Association put up rectangular green-and-white signs with a wagon on them, some of which may still be spotted along the trail. In addition to these efforts, individuals all along the trail route initiated many projects – for example, locating and cleaning up old markers and placing new ones – to call attention to the trail.

Under the proposed plan official markers would be placed along the historic route to permanently establish the location of the trail in many places where no visible ruts or other traces exist, as well as along the visible parts of the route, to help commemorate its national significance. Markers would also help individuals who wanted to follow the trail by showing them the actual route. Furthermore, markers would also help protect the trail remnants from inadvertent destruction or development.

The recommended marker, as shown below, is triangular with a symbol of an oxen-drawn wagon in the center to symbolize the commercial significance of the trail. The design concept was developed by a graphic designer in consultation with the Santa Fe Trail Association and the National Park Service. The marker conforms to the shape established for components of the national trails system.



Procedures for marking the trail, as well as an auto tour route, and the types of signs that would be available are discussed in the "Management and Cooperation" section. The recommended marker has been legally registered as a "service mark" of the National Park Service so that its use by others is restricted to specific applications that help further the purposes of the trail. The marker symbol must be approved by the Federal Highway Administration before it can be used on federal or interstate highways. Final colors for the marker are to be determined.

RESOURCE PROTECTION AND MANAGEMENT

The primary management objective for the Santa Fe National Historic Trail is to promote the protection of significant cultural and natural resources along the trail route. In this section available protection measures are described.

Resource Protection

The resource protection concept is to preserve existing rut segments and sites in an unimpaired condition. In general where these resources are in existence, the land use is grazing, and this use is usually compatible with resource protection. Where oil, gas, or other mining activities occur, such uses may be compatible with trail preservation efforts provided mitigating measures are employed (e.g., pipeline tunneling under surface ruts and the use of planks to provide vehicle access across ruts). The designated historic route would be maintained so as to preserve the scenic values and scenic qualities in relative freedom from intrusion so that high-quality recreational or interpretive experiences may be derived. At national park system units the quality of the historical scene and visitor experience would be protected to the highest degree possible because of the overall combination of resource values, interpretive values, and on-site resource management. Other federal land-managing agencies would be encouraged to protect, interpret, and provide recreational uses along the designated trail route. The development of recreational trails using existing trail remnants would be discouraged, and parallel trails would be encouraged so as to maintain existing ruts in their historical context.

Under the proposed plan all cultural and natural resources would be inventoried by the National Park Service and analyzed to determine appropriate preservation techniques and resource potential to accommodate visitor use or interpretation. Priorities would be established to preserve sites and segments according to their significance, their ability to accommodate visitor use, and their level of interpretive value. The Park Service would then encourage local, state, and federal agencies, and others (including landowners) to enter into cooperative agreements to protect sites. If this failed, then local, state, or federal agencies and others would be encouraged to protect the sites by using fee or less-than-fee techniques. If this was not adequate, the Park Service would seek to enter into cooperative agreements (memorandums of understanding) with the various landowners to protect sites. If landowners desired, the Park Service would consider acquiring interests in property through easement, fee, donation, or exchange, depending on the significance and other values of the site.

Other programs undertaken by the National Park Service would include expanding resource preservation efforts within existing national park system units along the trail (that is, Fort Larned, Bent's Old Fort, and Fort Union); establishing a technical assistance program (planning and design only) to stabilize and, where appropriate, restore significant resources for protection and interpretive purposes (reconstruction would not be supported); and encouraging a research program in cooperation with local, state, and federal agencies, colleges and universities, and private interests. Many private landowners along the Santa Fe Trail have done a very good job conserving trail resources. Under the technical assistance program, private landowners could request information and help with their preservation efforts. The Park Service would work with the Soil Conservation Service to determine the most effective ways to stabilize trail ruts and reduce erosion. Baseline aerial photographs of the trail would be conducted for resource protection and monitoring purposes.

Through its national historic landmark program, the National Park Service would provide technical assistance by assessing structural conditions, by documenting historic structures through the Historic American Buildings Survey and the Historic American Engineering Record, and by annually reporting to Congress about endangered landmarks along the trail. Grants through the NPS Historic Preservation Fund would be used to the fullest extent possible to help protect state and private historic sites along the trail. Where applicable, the Park Service would encourage the preservation of historic properties by private/commercial entities through tax incentives.

Funding for the preservation of historic resources would be accomplished in the following manner. The National Park Service would give highest priority toward directing cooperative preservation efforts for designated Santa Fe National Historic Trail sites and segments listed in this document, provided they were certified. Funds would be used for two purposes: (1) to stabilize or otherwise conduct physical activities to conserve resources, or (2) to acquire interests in properties to ensure long-term protective management. Those historic resources not included in this listing would have to be evaluated according to the criteria of significance found in the nomination form for the National Register of Historic Places. If the resources met the criteria and were critically important to the Santa Fe National Historic Trail, then the National Park Service would encourage protection efforts and could also provide the owners or managers with information about obtaining funding for specific preservation work.

The National Park Service could consider providing direct financial assistance if all other private, local, and state funding sources were exhausted. Projects that would combine funding from several sources would be encouraged because of the intent of the National Trails System Act to limit federal financial assistance while providing incentives for cooperative partnerships.

Remaining sites or segments that do not possess the qualities necessary for National Register listing would still be eligible for trail certification and commemorative marking, even if they were not eligible for protection measures.

Because the Santa Fe Trail follows a long, narrow route across the country and crosses numerous political jurisdictions with both rural and urban characteristics, techniques that could be used to protect trail-related resources could vary significantly from area to area and from state to state. Among the specific resource protection issues for the Santa Fe Trail are the following:

- the provision of public access to historic sites and segments
- the protection of ruts and sites from changes that would diminish the historic integrity of the trail

- the protection of scenic resources along the route of the trail from development and uses that would detract from the experiences of visitors

Tools available to protect resources along the Santa Fe Trail are briefly described below. Several techniques can be effective in preserving trail resources, including cooperative agreements, easements, regulations, and fee-simple purchase (which would only be used as a last resort to protect significant resources). Condemnation by the federal government would not be considered as an option because the enabling legislation for the Santa Fe National Historic Trail stipulates that a landowner must consent to any transfer of property rights.

Cooperative Agreement. A cooperative agreement is a clearly defined written arrangement between two or more parties that allows some specific action to be taken (for example, to allow access for resource management, interpretation, or recreation; to permit erosion control; to allow the posting of markers or signs; or to allow others to manage activities or developments and to protect landowner interests). Cooperative agreements allow lands to be kept on local tax rolls, and the land title and rights are retained by the owner. No money is exchanged between the parties, and costs are mostly administrative (minimal in the short term). A cooperative agreement is not binding and can be terminated by either party at any time with proper notification.

The cooperative agreement would be the most basic and essential tool necessary to help implement the objectives for the Santa Fe Trail. It would help foster landowner trust and support for trail programs, protect their basic property rights, provide them with pride and satisfaction in sharing their resources for public benefit, and help the public to recognize and appreciate their contribution to the management of the Santa Fe National Historic Trail. Used in concert with state recreational liability statutes and/or the provisions of the Volunteers in the Parks Act of 1969, cooperating landowners would be protected from liability claims arising from trail-related use of their lands. Property damage arising from such use cannot be compensated by the National Park Service.

Cooperative agreements, depending on landowner desires, could be superseded with more permanent interests, such as easement or fee acquisition of property. The acquisition of permanent interests would be considered by the National Park Service after evaluating the benefits for the trail as well as the objective of encouraging and maintaining grass roots, voluntary support for trail maintenance.

Easement. An easement conveys a specific right in a property (for example, the right to limit access, or to construct or not construct buildings) from one party to another, but the owner retains underlying title to the property (as opposed to fee-simple purchase, when the owner transfers all property rights). An easement can either be purchased or donated. Generally, easements along the Santa Fe Trail could be used to ensure that private landowners did not take actions that would result in damage to or destruction of a site's cultural or natural assets. An easement could also be used to guarantee public and agency access to the sites, as well as to allow exploration of historic and archeological resources under NPS or other agency supervision.

Fee-Simple Ownership. When all interests in a given tract of land are acquired, the property is said to be owned in fee simple. Although this type of ownership is the most expensive, it does provide the greatest guarantee that resources would be continuously preserved and that there would be opportunities for visitor use.

Under the proposed plan, fee-simple purchase would be limited to those sites or segments of the Santa Fe Trail that are determined to be especially important for public appreciation, interpretation, or quality outdoor recreation, that must be carefully managed to preserve resource integrity, and that are expected to receive a high volume of public use. Fee-simple purchase, as with easements, would be especially important for historically significant sites or sections where the landowner did not want to maintain a cooperative agreement and resources were deteriorating. Any acquisition by the National Park Service would have to be based on the willing consent of the landowner. NPS acquisition would not necessarily mean that the Park Service would directly manage the property. Where beneficial to the grass roots, cooperative spirit of the National Trails System Act, the Park Service would seek local sponsors, including government agencies or private groups, to manage the resources.

The major socioeconomic impact of fee-simple purchase by a federal, state, or local governmental agency would be the removal of lands from local tax rolls. This effect would be partially mitigated through payments in lieu of taxes if the land was purchased by a federal agency. The displacement of landowners is not anticipated to be an issue for the Santa Fe National Historic Trail because much of the adjacent land is used for agricultural rather than residential purposes.

In addition to acquisition from a willing seller by purchase, the National Park Service would have two other methods to acquire interests in land from consenting owners: a donation or bargain sale of land, or an exchange.

> *Donation / Bargain Sale* – With a donation or a bargain sale, a full or partial interest (that is, an easement) in a tract of land is transferred at less-than-full-market value. Such a transfer can result in beneficial publicity for a project, and some tax benefits may be available to the donor or seller (owners should consult a qualified tax advisor for details). Because donations would cost the recipient little or nothing, this technique would be an economical means of acquiring appropriate interests in trail resources.
>
> *Exchange* – A mutually beneficial land exchange between two or more parties could be used to protect trail resources. The National Park Service has the authority to acquire not only a trail corridor, but the rest of the tract outside the area of proposed acquisition. The interests in the corridor, as well as the rest of the tract, could be acquired by exchanging suitable and available property that the Park Service administered within the same state. Excess lands acquired by the Park Service could be banked for future exchange purposes or disposed of through sale. Other federal agencies (such as the U.S. Forest Service) could also employ such a technique for lands they administer.

Regulatory Processes. Federal, state, and local governments may have a variety of legal or statutory requirements that can be used to regulate or guide development. These processes can include zoning regulations in cities, subdivision ordinances in cities, utility licensing, surface and subsurface mineral extraction permitting in rural areas, cultural resource preservation laws and ordinances, and natural resource protection laws. These processes can be used as tools in protecting trail resources.

> *Regulation of mineral activity* – The states could help protect trail resources through the regulation of subsurface activities or other compliance procedures. Fee-simple ownership does not necessarily include subsurface interests (such as

mineral rights), which can be retained by the previous owner. How the nonownership of these interests might affect the character of trail resources would be carefully considered. Directional drilling and other techniques could be used to access subsurface resources from outside the trail boundaries, but some resources might still be affected by extraction activities. Possible impacts of mining or drilling operations include the intrusion on scenic and historic vistas, access road, or pipeline construction across trail segments, an increase in the ambient noise level, and the degradation of air quality. Vibrations from extractive processes might also affect the physical integrity of historic structures. Mitigation measures like placing planks across trail ruts where vehicles must cross or tunneling under the ruts for pipelines would be encouraged.

Research

A primary resource management objective for the Santa Fe National Historic Trail is to encourage further research to improve the knowledge, understanding, and appreciation of trail remnants and related resources, as well as the overall commemoration of its national significance. A comprehensive data base needs to be developed. One important means to accomplish this is the completion by the National Park Service of a historic resource study, including nominations for those sites that would qualify for the National Register of Historic Places. Under the proposed plan, the Park Service would develop an agreement with an institution or a nonprofit organization to serve as a research clearinghouse and coordinator, as well as to help stimulate research toward national historic trail interpretive and preservation needs. The National Park Service would also consider providing limited funds on a cost-sharing basis or helping to solicit funds from outside sources. Areas potentially requiring additional research include the following:

Mexican role – A concerted effort must be made to collect basic data about the role of Mexico and her citizens in trade with the United States. A detailed description of this pattern of international trade, its ties to Chihuahua, along with a consideration of its economic, political, and social aspects, should be of high priority.

Commerce – The reason for the development of the Santa Fe Trail was commerce. Information needs to be gathered about trade items, prices, quantity of commerce, merchandising, marketing, Mexican and Anglo freighters and freighting firms, and commission merchants. An examination of the evolution from small to large merchant, and the subsequent specialization, is necessary. An overall synthesis of commerce and an assessment of its importance not only to regional economics, but also to national and international economics, is needed.

Social aspects – Several important needs can be identified. The role of women associated with the trail must be examinod. A computerized data base could be established that profiles merchants, traders, teamsters, and caravans by year. Additionally, biographical literature about significant figures involved with the trail – both men and women – needs to be expanded.

American Indians – Studies of the impact the trail had on native people are required.

Cultural aspects – An exchange and cross-pollination occurred between those involved in commerce along the Santa Fe Trail. What expressions of this acculturation are present? Art, architecture, foodstuffs, clothing, customs, mores, attitudes, patterns of landownership, water rights, wealth, and politics were all affected. A computerized data base could be developed that would include the location of items and collections illustrating the cultural impact of the trail.

Other influences – The impact the trail had on stock raising, wagon manufacturing, blacksmithing, postal contracts, saddlery, hostelry, saloons, and brothels should be assessed. The trail influenced steamboat traffic and banking on both regional and national levels, and these effects should be examined. The trail's role in the depletion of natural resources through use by hunters and trappers should also be examined.

U.S. Army – A much needed area of research is the role, amount, origin, destination, patterns, chronology, and day-to-day operations of military freighting on the Santa Fe Trail and its effects on the Southwest.

Railroads – The railroads had a significant impact on the trail, and this effect warrants further study. As the eastern terminus of the trail moved west with the development of railheads, branches of the trail were spawned. An examination of this process and of associated feeder freight lines is warranted. A description of how early tourism along the trail was encouraged by the railroads would be useful. Automobile touring was also an early popular activity that could be researched.

Anthropology/archeology – A considerable amount of basic knowledge could result through historic site archeology bearing on material culture, rock art along the trail, routes and branches of the trail, fords, crossings, and the like. In addition an examination of the network of trails associated with the Santa Fe Trail could help develop interregional information (for example, the Chihuahua and Tads trails and Boon's Lick Road). The consequences of the trail on animal droving, textiles, alcohol, illicit trade, depletion of wildlife, and the influence on sociopolitical patterns for Hispanics, native Americans, and Anglos would also be useful. A closer examination of the exploration and trading patterns before 1821 is another important research topic.

The National Park Service does not anticipate creating archival storage facilities beyond those already existing at national park system units along the trail. If archival material became known and available, the Park Service could on request offer advice about appropriate archival facilities, including those affiliated entities whose facilities met archival storage requirements.

VISITOR USE

The principal management objectives for visitor use are (1) to promote outdoor recreation, public enjoyment, appreciation, and understanding of the Santa Fe Trail and related sites, including side trails, and (2) to control or prevent uses of the trail and related sites that impair resource integrity and public appreciation. Under the proposed plan visitor programs and facilities would be provided to the extent that they were in harmony with the protection and preservation of significant cultural and natural resources.

Also, they would be provided to develop a broad range of recreational opportunities, including hiking, horseback riding, and wagon riding close to the actual trail route, visiting trail sites and related features (including interpretive center programs), driving along an auto tour route, reading interpretive brochures and publications, and visiting associated museums/educational facilities along the route. Interpretation would play a key role in fostering an understanding of the need for resource protection and preservation. The National Park Service would use cooperative agreements, limited financial assistance or seed money, donations, and other methods to help develop and manage visitor use programs along the trail.

Interpretation

Interpretive Theme and Subthemes. The Santa Fe Trail is a part of the larger story of the settlement and development of North America. The trail story consists of different parts, which must be individually comprehended at first. They must then be related as a whole to understand how the trail fits into this important chapter in the history of the United States and Mexico. Equally important is the understanding that the Santa Fe Trail was a two-way road with traders and travelers of each nation participating.

The interpretive themes and subthemes identified below would provide the framework and guidance for interpreting the Santa Fe Trail in an integrated and systematic way for public benefit. This framework would be applicable regardless of the organization, agency, group, or individual responsible for the management of a particular site or segment. A separate media plan (an interpretive prospectus) would be prepared once the comprehensive management and use plan has been approved. That plan would prescribe appropriate media to effectively communicate specific interpretive themes and to ensure that programs at related sites complemented rather than repeated one another. The interpretive prospectus would also provide the framework for producing coordinated museum exhibits, audiovisuals, wayside exhibits, and publications, along with detailed cost estimates for planning and production.

Trailwide theme – The proposed interpretive theme for the Santa Fe Trail – which would define the general concepts for presenting the trail story to visitors – is commerce, culture, and conquest. This broad theme would be supplemented by various subthemes, as discussed below, and the themes could be presented anywhere along the trail or at nearby trail-related facilities.

Commerce, culture, and conquest are all key elements in the story of the Santa Fe Trail. People then, as now, were motivated by the need for survival and by the desire for material or spiritual enrichment. The only difference is the means by which survival and enrichment are achieved. Reaching these goals depends on how successfully people interact with each other and with the forces of nature. Trade yielded riches, and with material wealth often came a desire for power and conquest. Commerce brought peoples of different cultures together.

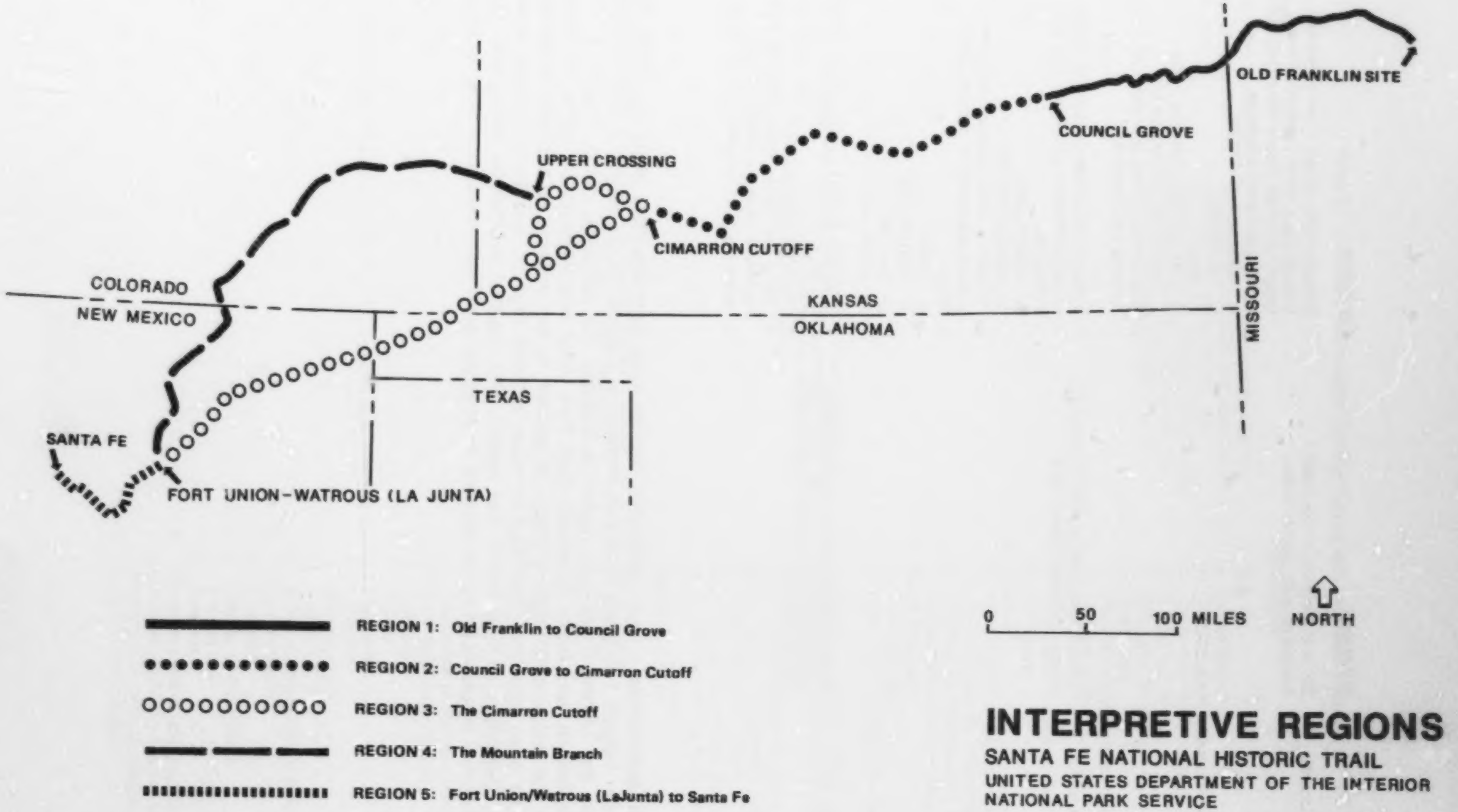
This main theme can be further illustrated by subthemes that relate to the entire Santa Fe Trail. The subthemes and a listing of the key points that must be developed in order to illustrate the theme statement are presented in table 2. These subthemes could be part of an interpretive program anywhere along the trail.

Table 2: Trailwide Interpretive Topics, Subthemes, and Key Points

Topic	Subtheme	Key Points
Pre-1821 – Informal Establishment of the Trail	The Santa Fe Trail became a bridge for international trade and commerce between the United States and Spanish territory. Despite many earlier attempts to establish the bridge, the Spanish effectively blocked trade.	1. Spanish a. Exploration b. Colonial trade policy c. Trade with the Indians d. Missionary efforts e. American fur trade f. Trade fairs g. Mexican independence and removal of the trade barrier 2. French a. Exploration – draw to Santa Fe b. Smuggling 3. American a. Identification of the potential for overland trade by Pike and others b. Attempts by Americans to settle and establish trade in New Mexico 4. Native American a. Trade centers b. River valley rendezvous sites
Purpose of the Trail and How It Differs from Other Trails	The Santa Fe Trail was a significant link for trade and commerce in the trail network across the North American continent in the 1800s.	1. Commerce – buying, selling, and exchanging of manufactured, native, and other goods 2. The trail was but one segment of a larger system of commerce between North America and Europe 3. Expansion of trade along the trail from 1821 until the coming of the railroad in 1880 4. Evolution of trade
Effect of the Trail	Opening the trail had far-reaching effects on the United States, the provinces of northern Mexico, and native Americans.	1. United States a. Economy b. Politics c. Expansion d. Agriculture e. Manufacturing f. Knowledge of the west and techniques of overland travel; application of knowledge to other trails g. Knowledge of Mexican control 2. Mexico's northern provinces a. Economy b. Politics c. Expansion d. Agriculture e. Manufacturing f. Chihuahua Trail g. Effect of colonial trade policy 3. Native Americans a. Diseases b. Demise of the buffalo c. Loss of land d. Conflicts 4. Cultural and ethnic composition of participants, including interaction or hybridization of cultures (Hispanic, native American, Anglo)

Topic	Subtheme	Key Points
Natural Elements	Survival depends on successful interaction with natural forces.	1. Biogeographic zones – the transition through the Central Lowland, Great Plains, Southern Rocky Mountain, and Basin and Range provinces a. Weather and climate b. Vegetation c. Water d. Physiographic features – the importance of landmarks 2. Sustenance – food and water for both humans and livestock
Military Presence	Conflict occurs when different peoples do not understand each other.	1. Mexican and American military escorts of the caravans – protection and self-sufficiency a. Military posts b. Military freighting 2. Transition zones between cultures – cultural interaction at military posts 3. Wars a. Texas b. Mexican War c. Civil War d. Indian wars
Relationship to Today	Human motives and objectives do not change, only the means by which they are achieved.	1. Relativity of time and distance 2. Dangers 3. Means of transportation 4. Travel and trade routes (railroads and highways closely parallel the trail) 5. Influence of each culture on the other

Regional subthemes – Five interpretive regions have been identified along the Santa Fe Trail route. Region 1 extends from Old Franklin to Council Grove, region 2 from Council Grove to the Middle Crossings, region 3 includes the Cimarron cutoff, region 4 the Mountain branch, and region 5 extends from Fort Union and Watrous (La Junta) to Santa Fe (see the Interpretive Regions map). In addition to the trailwide subthemes, additional subthemes have also been identified for each of these regions, and these themes would best be interpreted at sites within that region. The regional subthemes, along with the key points that would need to be covered to illustrate each subtheme, are listed in table 3.


OLD FRANKLIN SITE
COUNCIL GROVE
MISSOURI
UPPER CROSSING
CIMARRON CUTOFF
KANSAS
OKLAHOMA
COLORADO
NEW MEXICO
TEXAS
SANTA FE
FORT UNION-WATROUS (LA JUNTA)
REGION 1: Old Franklin to Council Grove
REGION 2: Council Grove to Cimarron Cutoff
REGION 3: The Cimarron Cutoff
REGION 4: The Mountain Branch
REGION 5: Fort Union/Watrous (LaJunta) to Santa Fe
0
50
100 MILES
NORTH

INTERPRETIVE REGIONS

SANTA FE NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Table 3: Interpretive Regions, Subthemes, and Key Points

Region	Subtheme	Key Points
1: Old Franklin to Council Grove, including Fort Leavenworth	Individual caravans formed throughout the region and traveled independently to Council Grove, where they organized into military-like formations that helped ensure the greatest chance of success and survival.	1. Becknell and Old Franklin 2. Arrow Rock 3. Independence 4. Fort Leavenworth 5. Council Grove 6. Cooperation and self-reliance 7. Central lowlands – woods, plentiful water, forage
2: Council Grove to Cimarron Cutoff	The transition from central lowlands to the plains required adaptation.	1. Water 2. Scarcity of wood 3. Buffalo and other wild game 4. Transition from long-grass to short-grass prairie 5. "Desert" – buffalo grass and cactus 6. Increased danger from Indians
3: The Cimarron Cutoff	Despite the hazards of deserts and hostile Indians, this route was favored because it was a 100-mile shortcut to Santa Fe or Missouri.	1. International territory 2. Desert, sand, and dry rivers 3. Precious springs 4. Severe storms (winter and summer) 5. Native Americans 6. Escorts a. Mexican b. U.S. Army 7. Various cutoffs
4: The Mountain Branch	The Mountain branch afforded greater safety and water, but it was longer and traversed difficult mountain terrain.	1. Change from plains to mountains 2. Greater security, but also greater difficulty for travelers 3. Bent's Old Fort a. Fur trade b. Interaction of cultures 4. Wars a. Mexican War b. Civil War c. Indian wars 5. Advent of the railroad
5: Fort Union/ Watrous (La Junta) to Santa Fe	Merchants from Missouri entering this region got their first glimpse of non-Indian settlement since leaving; traders from Mexico left the mountains and entered the Great Plains.	1. First and last settlements a. Watrous (La Junta) – Mexican caravans gather for strength; junction of Mountain branch and Cimarron cutoff b. Las Vegas – declaration of U.S. occupation of New Mexico c. San Miguel del Vado – crossing of the Pecos River d. Santa Fe – destination/starting point; major trade center; stop from and to Chihuahua (1) Center of international trade (2) Center of domestic trade (after the Mexican War) 2. Wars a. Texas b. Mexican War c. Civil War d. Indian wars

Interpretive Center Programs. To provide a strong interpretive foundation for the Santa Fe National Historic Trail, the National Park Service would develop five interpretive center programs. The programs would be consistent with the intent of Congress that they should be offered at existing historic sites along the trail, provided at the lowest possible cost, and maintained by a state agency where possible. Three of the programs would be located at the existing trail-related national park system units: Fort Larned National Historic Site, Bent's Old Fort National Historic Site, and Fort Union National Monument. The other two programs would be located at the eastern and western ends of the trail. This proposal would involve the planning, design, and development of a trailwide orientation program (exhibits, film, etc.) that would be similar at each site, as well as the development of programs that placed the particular trail region, locality, and site in a more precise context. The programs would be designed to promote firsthand experiences by motivating visitors to see important trail sites.

> **Interpretive programs at national park system units** – Fort Larned National Historic Site, Bent's Old Fort National Historic Site, and Fort Union National Monument, as units of the national park system, are subject to the laws, policies, and regulatory procedures that govern that system. They are not units of the national trails system, and their management and development will be technically independent of the management of the Santa Fe National Historic Trail. However, because of their integral relationship to the trail, there would be a closely coordinated and mutually beneficial management relationship between the units and the trail. All three sites now offer some interpretation of the Santa Fe Trail, but in order to accommodate the proposed trail orientation program as well as other long-standing site interpretive needs, each would need new or expanded interpretive facilities. Because they are units of the national park system, each area would undergo its own development and funding process. Funding for Santa Fe Trail orientation programs that would be located in the new or expanded facilities might be allocated from development funds for the Santa Fe National Historic Trail. Ongoing operational costs would be funded through the normal appropriation process for each site.
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> > ***Fort Larned National Historic Site:*** Fort Larned was developed to protect trail commerce when the Plains Indians perceived that their very existence was being threatened by the trail. Subthemes relating to region 2 (Council Grove to the Cimarron cutoff) would be appropriate for interpretation at Fort Larned. Because of limited space within the adaptively used historic structures, it is proposed that a new visitor center facility be constructed to house existing and trail-related interpretive programs.
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> > ***Bent's Old Fort National Historic Site:*** Bent's Old Fort was a principal trade center on the Mountain branch of the Santa Fe Trail, and interpretive subthemes relating to the branch could be presented here. Similar to Fort Larned's space constraints, a new visitor center is proposed.
> >
> > ***Fort Union National Monument:*** Fort Union was established to guard the Santa Fe Trail and to serve as a military supply depot for other forts in the Southwest. Fort Union could be further interpreted and more closely integrated with the nearby Watrous (La Junta) area, which was the junction of the Mountain branch and Cimarron cutoff.

Fort Union is closely tied with the Watrous National Historic Landmark District. Within the boundaries of the monument and the landmark district are the most extensive remnants of visible Santa Fe Trail ruts. The settlements in the La Junta Valley provided the fort with provisions, and the fort provided rare cash to the settlers. The Fort Union/Watrous complex is reminiscent of the scene familiar to travelers 125 years ago.

The NPS objectives in this area would be (1) to acquire a conservation easement to preserve the viewshed of Fort Union and to protect fort-related historic resources, including the Santa Fe Trail; (2) to provide off-site space for Fort Union's administrative offices to allow the development of a broader orientation program at the fort relating specifically to the trail; (3) to acquire or lease the Watrous House as the location for Fort Union's administrative functions and as a visitor contact point for I-25 travelers, which could be operated or staffed in cooperation with other agencies or organizations; and (4) to work cooperatively with others to preserve significant resources in the Watrous National Historic Landmark District. The National Park Service would advocate a cooperative effort between federal, state, and local governments, as well as the private sector, to closely integrate the historic resources associated with the intersection of the Cimarron cutoff and the Mountain branch. An interagency plan would be prepared to assess potential preservation, interpretation, and support development opportunities, and potential roles and responsibilities. The cooperative effort could address historic property leasing or acquisition, conservation of natural and cultural landscape values, hiking and other recreational opportunities, and private sector support potential.

Eastern trail center program – Three options have been explored for the location of an interpretive center program at the eastern end of the trail – at Old Franklin, in the vicinity of Old Franklin, and at Arrow Rock. An introduction to the trail as a whole would be presented at this center, including orientation to the trail, the various eastern starting points, and the vast trading and commercial network that was spawned. Visitors would also be told about other interpretive sites, the auto tour route, and recreational opportunities in the vicinity. An area to sell books and other materials about the development, use, and significance of the Santa Fe Trail would be included. The center would also include space for curation and the storage of significant archeological and historic resources. These items would be taken care of and stored as required by NPS policies and other appropriate cultural resource management legislation, policies, and guidelines. The following options were evaluated:

Option 1 – Old Franklin site (not recommended): The state of Missouri owns a 5-acre parcel at the Kingsbury Siding site, which is within the original limits of the town of Old Franklin, or Franklin as it was historically known. Under this option, the state of Missouri or another entity would construct an interpretive center, and the National Park Service would, through an agreement, install the Santa Fe Trail interpretive program for operation by the state or another entity. The facility would be adjacent to the proposed Missouri, Kansas, and Texas Railroad trail, an abandoned railroad right-of-way that is to be converted to a recreation trail (legal questions about the proposal are still pending). Because the Old Franklin site is recognized as the first eastern embarkation point for the Santa Fe

Trail, the Park Service would support appropriate interpretive development that helped to focus attention on its role. At the same time, the following factors must be considered.

There are no existing resources that show evidence of the town site. Flooding by the Missouri River and agricultural activities have removed surface traces of the town. Foundation materials and other artifacts may still exist below disturbed ground levels. The proposed resource inventory study by the National Park Service could find that this site is eligible for nomination to the National Register of Historic Places. However, the lack of significant and tangible outdoor resources, as the main attraction for visitors, would reduce the effectiveness of the interpretive center in stimulating visitation. This could be offset, to some extent, by a much more expansive interpretive center or museum concept that went beyond a single focus on the Santa Fe Trail and the immediate area and that explored broader themes.

The Kingsbury Siding site, although elevated, is within the 100-year and 500-year floodplains, as determined by the Federal Emergency Management Agency. Because NPS activities and programs would affect land use in the base floodplain, compliance with the provisions of Executive Order 11988, "Floodplain Management," would be necessary. This order requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of floodplains wherever there is a practicable alternative. Because this action would not be an excepted action under the policies and procedures of the National Park Service and the Department of the Interior, practicable alternatives or actions for federal involvement must be analyzed that avoid the direct or indirect support of floodplain development. Consequently, this option is not recommended by the National Park Service.

Option 2 – Vicinity of Old Franklin (not recommended): Under this option a facility would be developed by the state or another entity away from the 100- and 500-year floodplains, such as at New Franklin or Boonville. Whether housed in a new structure or an adaptively used structure, the Park Service would provide a similar interpretive program as proposed for the Old Franklin site. Because this site might not be located at a trail-related historic site, the facility's effectiveness in attracting public visitation could be significantly reduced. This option, therefore, is not recommended by the National Park Service.

Proposal – Arrow Rock State Historic Site: This trail site, which is approximately 12 miles upriver from Old Franklin, existed at the time William Becknell set out from Old Franklin to trade with the Plains Indians in 1821. When floods in the late 1820s caused Old Franklin to lose its prominence as an embarkation point, Arrow Rock grew in importance, but after a few years it was eclipsed by towns that developed farther upstream and that were served by boat traffic. Because of the evolution of eastern trailheads, this would be an appropriate site for the NPS interpretive program for the Santa Fe Trail, as part of a new visitor center planned by the state. The state would have to concur with this option for it to become a reality.

The focus would be on trailwide orientation and the various eastern ends of the trail, including Old Franklin and Arrow Rock, as well as the changing river, settlement, and transportation developments that kept moving the eastern terminus farther westward. Arrow Rock is a national historic landmark, and its resources are professionally managed for public use and enjoyment, consistent with the basic premise of the National Trails System Act to promote enjoyment and appreciation of the open-air, outdoor areas and historic resources of the nation. Arrow Rock attracts between 80,000 and 100,000 annual visitors.

Through pre-trip planning information or through trail information conveyed at the visitor center, the National Park Service would encourage visitors to visit the Old Franklin site, where the proposed Santa Fe National Historic Trail auto tour route would begin. It would be desirable to work with the state, private groups, and citizens to cooperatively develop an outdoor interpretive pavilion at Old Franklin. An interpretive pavilion or shelter would be an excepted action under federal floodplain regulations, and the Park Service could provide technical planning and design input, as well as exhibit panels or other media. The structure could house several exhibits interpreting Old Franklin, Howard County, the Boon's Lick Road, the Missouri, Kansas, and Texas Railroad trail (proposed), the Lewis and Clark expedition, and other sites of historical interest. No historic artifacts would be housed at the Old Franklin site because of floodplain regulations. Provided there were agencies, groups, or individuals willing to work with landowners and others, recreation trail development along the trail route in Howard County could also help to commemorate the trail's start at Old Franklin.

Based on these considerations, this option is proposed for implementation by the National Park Service.

Western trail center program – Three alternatives were evaluated regarding the location of an interpretive program for the western end of the trail, two of which would be near the Santa Fe Plaza, a national historic landmark and the end of the trail for U.S. travelers. An introduction to the trail as a whole would be provided, with a regional orientation focusing on the "end" of the trail plus its continuation to Chihuahua. Relationships between various cultural groups, the role of Mexican traders and their Spanish forebears in the history and development of the trail, and the long-term effects the trail had on commerce, travel, communication, and westward expansion would be presented. The center would include appropriate curatorial space for significant archeological and historic resources. The following options were considered:

Option 1 – Vicinity of Santa Fe Plaza (not recommended): This option would allow the Park Service to place the program in an existing downtown building near the plaza, provided that a state or local agency, or another organization, provided the space and could operate the program. This alternative is not recommended.

Option 2 – NPS Southwest Regional Office (not recommended): Under this option the interpretive program would be located at the NPS Southwest Regional Office at 1100 Old Santa Fe Trail. This building was constructed in the late 1930s by the Works Progress Administration and the Civilian Conservation Corps for the National Park Service, and it is a national historic landmark. The building is located along the trail route and is about 2 miles from the plaza. Some subtle remnants of the trail exist on adjacent public lands, where three public museums are located. It would be possible to develop a walking trail to connect the trail ruts, museums, and the regional office. However, there is not adequate space in the existing building to house the program, and visitors interested in the trail would benefit more from a plaza experience. Consequently, it is not recommended that the regional office house the interpretive program. The walking trail could be proposed in the future.

Proposal – Palace of the Governors: Built in 1610 and located on the north side of the Santa Fe Plaza, this building served as the seat of government for 300 years. It is now operated by the state as a history museum. An expansion of the museum is planned, and if the state agreed, the Park Service would enter into an agreement with it to place a western trail center program in a part of the addition. This alternative is proposed for implementation by the National Park Service.

Associated interpretive facilities – A cooperative relationship would be developed between the National Park Service and appropriate local interpretive centers or museums as long as these facilities were open to the public and managed by governmental agencies (federal, state, or local) or private nonprofit organizations. The Santa Fe Trail Center in Larned, Kansas; the National Frontier Trails Center in Independence, Missouri (now under construction); and the Jefferson National Expansion Memorial in St. Louis, for example, might lend themselves to such a cooperative relationship. The National Park Service would seek to use these points to help distribute trail brochures and other information, or to sell publications or trail-related materials. These associated facilities would be identified in appropriate NPS information materials, they could be allowed to use the official Santa Fe National Historic Trail marker for certain purposes, and they could be certified. While the Park Service would not provide or install exhibits, it could provide interpretive planning and design assistance under certain conditions, and it could make films or other such materials available (perhaps for a nominal cost). An area requesting such an association with the National Park Service would have to meet the following requirements:

- Resources and opportunities that are consistent with the purposes of the Santa Fe National Historic Trail would have to be available for public use.

- Management policies and programs that complement or supplement programs of the Santa Fe National Historic Trail would have to be offered.

- There would have to be a high standard of maintenance and public service, commensurate with that expected of units in the national park system.

- Public information and interpretive services would have to be accurate and consistent with general standards applicable to national park system units.
- Applicable local, state, and federal laws would have to be complied with in terms of public health and safety, environmental compliance, equal employment opportunities, and accessibility for the handicapped.
- There would have to be a clearly defined system of financial accountability if publications or other materials sponsored or approved by the National Park Service were to be sold.

Related Trails. Where other trails intersected or branched off from Santa Fe Trail, interpretive programs would focus on the significance and influence these trails may have had on the Santa Fe Trail or vice versa. These include the Lewis and Clark Trail, the Oregon Trail, the California Trail, the Mormon Pioneer Trail, the Chihuahua Trail, the trail to Taos, the Camino-Real spur to Taos, and the Boon's Lick Road. The Chihuahua Trail is significant to the Santa Fe Trail as the link with central Mexico, and a feasibility study is warranted to determine the eligibility of that trail for national trail status. Intersecting trails might also offer the potential for additional recreational uses that are not directly tied to the Santa Fe Trail (for example, the proposed Missouri, Kansas, and Texas Railroad trail in Missouri).

Interpretive Activities. Interpretive activities would include publications, wayside exhibits, audiovisual media, and outreach activities in local communities along the trail route.

Publications – A vital part of the interpretive program would be to provide visitors with useful and accurate publications about the Santa Fe Trail. Two important publications that should be developed initially are a trail brochure and a handbook. The trail brochure would include a map of the entire trail route and would indicate significant sites along the trail. It would also include an overview of the trail story and visitor information. The trail handbook would describe in depth the historical development and use of the Santa Fe Trail, along with detailed site information. These publications could be developed by the National Park Service or cooperating associations (nonprofit organizations that publish books and sell them in NPS outlets and use proceeds to help NPS interpretive and research efforts). They would be available at interpretive centers along the trail, as well as directly from the managing agencies. Other supplementary publications, as well as audiocassette tapes could be developed as the need arose.

Wayside exhibits – The National Park Service would help develop an interpretive wayside exhibit system at significant points along the trail. A standardized exhibit design would be used to reflect the flavor of the Santa Fe Trail.

Audiovisual media – A major audiovisual production would be developed as an overall orientation to the significance of the trail. This would be shown at interpretive centers and could be shown at associated interpretive facilities.

Outreach activities – Outreach activities in local schools and publications would supplement interpretive programs conducted at interpretive centers and sites along the trail. Public education is implied in the National Trails System Act, and the act establishes historic trails to promote their preservation, enjoyment, and appreciation. In the case of the Santa Fe Trail, the goal of off-site educational programs would be to reach the people who live along the trail corridor, especially those whose heritage was directly influenced by the trail, and those who can help to further the purposes of the Santa Fe National Historic Trail.

Schools and civic organizations would be excellent places to initiate educational programs. With consistent efforts to include material about the Santa Fe Trail in the local curricula, a self-sustaining interest and understanding of the trail could be fostered in the students. States and local school districts would be encouraged to develop appropriate courses. The National Park Service would also encourage trail-affiliated groups to initiate and provide outreach opportunities to schools and organizations. To help implement these programs, the Park Service would offer a training program for volunteers wishing to address schools and groups.

Other concepts to be pursued in a media plan would address railroads, airlines, and buses, as well as highway rest areas and information centers.

Other Interpretive Options Considered. In addition to the interpretive proposal outlined above, two other options were considered, as described below:

Option 1 – Minimize NPS Involvement in Interpretation (not recommended) – Under this option only trail markers and a brochure route map would be provided to commemorate the Santa Fe Trail. Other entities would develop their own interpretive programs/facilities. The National Park Service would provide minimal assistance or review to ensure historical accuracy. This option would result in fragmented interpretation and inhibit the commemoration of the trail.

Option 2 – Provide an Interpretive van instead of establishing permanent interpretive centers (not recommended) – This option would not provide for interpretive centers. Instead, a van equipped with exhibits, publications, and possibly a videotape player would travel to schools and other locations along the trail to encourage people to study and appreciate the trail and help protect its resources. This option would be expensive, and there would be no focal points for contact and interpretation.

Trail and Tour Route Use

The Santa Fe National Historic Trail was established not only to commemorate the historic significance of the first major trans-Mississippi trail, but also to provide for outdoor recreational opportunities. One way for people to obtain a fuller appreciation of historic places and events is to visit those places in person and to see the historic resources firsthand. Along the Santa Fe Trail opportunities would be provided for hiking, horseback riding, driving animal-drawn wagons along the trail route, and touring on adjacent highways. The following guidelines would affect the types of uses and the experiences that would be offered.

The National Park Service would encourage state and local governments, private groups, and landowners to help establish, maintain, and manage the various types of trails. Even though it would not be possible to establish a single, continuous trail all along the original route of the Santa Fe Trail, it would be possible to establish shorter trails at various locations. Some trails could be traversable in a day, while others might require several days. Allowable uses would vary with time and place. Some trails could be open year-round, others only during limited periods. In some areas perhaps only one use (for example, hiking) would be suitable, while in other areas multiple uses (hiking, horseback riding, or wagons), could be accommodated. In all cases the rights of the landowner or administering agency would be respected during negotiations for cooperative agreements or right-of-way acquisitions. Furthermore, trails would not be established unless landowners were satisfied (1) with the arrangements for maintaining and operating the recreation trail, (2) with liability protection, and (3) with the nonbinding cooperative or the binding legal interests that they granted, sold, or exchanged.

The level of trail development could vary based on site conditions, the amount of anticipated use, and other aspects. A basic foot trail might be nothing more than a foot-worn, single-file path, while a formal hiking trail could be several feet wide, constructed with a base, and hard-surfaced or paved (see appendix D).

Outdoor recreation trails and an auto tour route that parallel actual cross-country trail segments would be established, marked, and maintained. These trails and tour routes would offer a means to experience the historic trail without adversely affecting any historic remnants. Sustained public use of the actual trail remnants or ruts would pose an unacceptable alteration of the trail's appearance. Random walking or horseback riding into the ruts would be acceptable for close-up viewing purposes, but actual travel on the remnants should be discouraged. Appropriate visitor use rules would be provided through posted signs or handouts, and where appropriate, cooperating landowners would be given public recognition for their contributions. The adjacent trails and tour routes, along with identifying markers, would continue to help show future generations the actual alignment of the historic route if some of the remnants vanished over time as a result of natural forces.

Trails. In some areas hiking trails, including trails for infirm or disabled people, would lie alongside historic remnants of the trail, as long as there was no potential for adverse effects due to use, visual impact, or erosion. This would give trail visitors an opportunity to experience the historic remnants at a close range while following the actual route (see appendix D).

At least three trail segments offer opportunities to develop long-distance, high-quality hiking trails. These include Cimarron National Grassland in Kansas (23 miles; the only potential trail on public lands), the area from Trinidad, Colorado, over Raton Pass to Raton, New Mexico (25 miles), and the area from Cimarron to Fort Union in New Mexico (48 miles). These trail segments offer both outstanding scenic and interpretive values. Additional areas that might be suitable for hiking trail development include McNees Crossing to Round Mound, Round Mound to Point of Rocks, the Canadian River crossing to Wagon Mound, and Hoehne to Model, Colorado. In general the most ideal areas would be those located away from modern intrusions so that visitors would have an opportunity to experience what it might have been like for traders long ago. Care would be taken in the development of hiking trails to ensure that no remnants of the actual trail would be destroyed.

Separate trails for horseback riding or wagons could parallel the historic trail route in some areas, depending on demand. These trails would be slightly farther away from any historic remnants than would hiking trails so as to ensure the protection of historic remnants, as well as the safety of users on adjacent hiking trails. Turnarounds or pullover circles could be provided on wagon trails in relatively high use areas to allow the wagon drivers to change direction or make rest stops without interfering with users on adjacent trails or trampling ground cover (see appendix D).

Automobile Tour Route. An automobile tour route, and possibly a bicycle route, would be designated along the existing highway system. The tour route would be designed to allow reasonably direct travel paralleling the approximate route of the Santa Fe Trail between Missouri and New Mexico, keeping in mind traveler convenience and year-round safety (see appendix D). All roads would have paved surfaces, accommodate two-wheel-drive vehicles, and be open year-round (see the Auto Tour Route map). The auto tour route would be marked with an identifying symbol using the official trail mark (see "Management and Cooperation"). In some cases the tour route would closely follow the historic route, while in other cases it could be up to 15 miles away. Occasionally the auto tour route would cross the historic route, but generally users would rely on a more detailed handbook that would give them directions to important trail sites or segments by way of intersecting local roads that would not be marked.

Use Guidelines. For the purposes of this plan, it is not possible to specifically identify where certain uses would be allowed. Such a determination would require further site-specific planning, as well as contacts with interested landowners or other managing entities. However, the following general guidelines would be used to help determine where recreational uses might be appropriate. These guidelines would apply to trails on public as well as private land, although some form of cooperative agreement or memorandum of understanding would be needed between the National Park Service and the responsible land manager or owner.

- Hiking, horseback riding, and wagons could usually be allowed within sight of one another.
- Automobile tour routes could sometimes be allowed within sight of one another.
- Automobile tour routes should usually not be allowed within sight of visitors on hiking, horseback riding, or wagon trails (an exception would be at trailheads).
- Horseback riding and wagon use could be allowed on the same trail; however, steep terrain could be a reason for separating such uses.
- Horseback riding and hiking could share the same trail in low use areas.
- Automobiles and bicycles could sometimes share the same route, depending on safety.

Site Development

Visitor use facilities – including visitor/interpretive centers, associated museums, wayside exhibits, highway pulloffs, comfort stations, parking areas, and recreation trails – would be encouraged. All development would be designed to ensure the protection and preservation of resources. Support development for trail users could include campsites with pit toilets and fire grates, and stiles or gates so that hikers, horseback riders, or wagons could cross fence lines without letting out livestock. At trailheads, parking areas and orientation signs would be needed, and other amenities could be required to meet additional demand. The National Park Service would monitor compliance actions and designs to ensure that they were compatible with the objectives of the Santa Fe National Historic Trail. Trail-related developments that did not meet NPS standards could result in noncertification or loss of certification for the site or segment.

Any development outside federally administered areas would need to be funded by state or local governments or private groups. However, the National Park Service could provide, at its discretion, seed money, cost-sharing incentives, or technical assistance for planning and design. The Park Service could also provide support and assistance in helping to obtain funding for development, including the solicitation of donations and grants.

Liability

The Volunteers in the Parks Act of 1969 provides a means for the federal government to protect cooperating landowners and others who volunteered to help with trail management, use, and resource protection from liability claims. The states through which the Santa Fe Trail passes all have legislation to protect landowners from liability due to the use of their holdings by the public for camping, hiking, sightseeing, or any other recreational activity (see appendix C). This provision only applies when the public uses private lands without charge or other consideration. Any private property damage that was caused by trail users could not be compensated by the federal government.

Trail Carrying Capacity

A carrying capacity for the trail cannot be determined at this time. Future trail development and resultant use would be monitored. The possible effects of any significant changes in visitation patterns would be assessed, and measures would be taken as needed to prevent any adverse impacts on cultural or natural resources, or the quality of the visitor experience. Because the trail is so long and because a variety of places and activities would be involved, any carrying capacity limits that might be needed would vary from site to site. Visitor use trends at Fort Larned, Bent's Old Fort, and Fort Union would be monitored for any signs of overuse that resulted in resource degradation or an unpleasant visitor experience. The carrying capacities of the auto tour route highways are much greater than the use levels that would be generated by Santa Fe Trail tour route interest.

MANAGEMENT AND COOPERATION

The primary management objectives for administration are (1) to define proper roles and responsibilities for the National Park Service and other managing entities, (2) to coordinate and stimulate efforts to manage the trail, (3) to certify official trail segments, and (4) to mark the trail route with standardized and recognizable markers. Procedures for certifying historic segments of the trail and for marking the trail are discussed below. An administrative position for the trail would be established in the Southwest Regional Office. NPS superintendents and staff at Fort Larned, Bent's Old Fort, and Fort Union would be funded to assist the Southwest Regional Office in administering the trail as field liaisons, assisting with local outreach programs, and monitoring trail segment status (for example, ownership changes, intrusions, site access changes).

The Santa Fe National Historic Trail Advisory Council would be consulted by the National Park Service on various administrative matters, including trail marking, protection actions, interpretive programs, and guidelines for management and use of the trail.

Cooperative Management System

The National Trails System Act encourages federal, state, and local involvement in development and management activities for the Santa Fe National Historic Trail that occur outside established federal areas. Direct federal funding would be limited to those portions of the national historic trail that lie within existing federal area boundaries. The NPS role would be to coordinate, facilitate, and monitor management and use of the trail. Therefore, other public agencies and private interests would have to help mark the trail route, secure necessary lands and interests, provide for the preservation of the trail's resources, and ensure the upkeep and accessibility of sites and segments for public educational and recreational benefits.

Several management objectives have been defined to guide the establishment of a cooperative management system for the Santa Fe Trail. Among these objectives are (1) coordinating efforts at all levels to fulfill the trail's purposes, (2) developing effective working relationships between all managing entities, and (3) promoting the management or development of the whole trail. To help achieve these objectives, the National Park Service will develop memorandums of understanding, cooperative agreements, or interagency agreements, as needed, with other public agencies and private entities. These tools are governed by the provisions of the "Federal Assistance and Interagency Agreements Guideline (NPS-20)."

A memorandum of understanding is defined as a mutual understanding between the National Park Service and a state or local government or another party that is set forth in a written document to which both parties are participants. A memorandum of understanding does not obligate funds. It is comparable to nonfederal "cooperative agreements" that may be negotiated between other parties.

A cooperative agreement, when it involves a federal agency, is defined as a legal instrument reflecting a relationship between the federal government and a state or local government or other recipient when the purpose is the transfer of funds, property, services, etc., to accomplish a public purpose of support or stimulation authorized by federal statute. Limited financial assistance as provided by the National Trails System Act would be provided by the Park Service through its cooperative agreement process.

An interagency agreement is an agreement between the National Park Service and another federal agency to provide supplies or services or to provide for cooperative relationships between the parties. The U.S. Forest Service, U.S. Army Corps of Engineers, Soil Conservation Service, among others, would be appropriate parties for interagency agreements.

Generally, the various agreements would be established with agencies or entities that are responsible for major sites or that help to achieve management objectives for the trail. Any appropriate and legal provision can be included in an agreement. Possible provisions would include trail marking, development and management activities, support facilities, access and interpretation, right-of-way agreements with private landowners, technical assistance, and fund-raising activities. The agreements would last for five years for public agencies and private interests, and they would be reviewed as appropriate. Appendix G includes types of provisions that might be included in an agreement and a sample cooperative agreement. For those managing entities responsible for relatively small sites or short segments, the working relationships would be adequately established through the certification process for protected status (appendix E).

Certification Procedures

Trail segments and historic sites on nonfederal land (that is, land under the ownership or management of state agencies, local governments, or private interests) would be officially included as part of the Santa Fe National Historic Trail if they were certified as protected segments by the secretary of the interior. A certification process for these segments, as well as supplemental criteria for certifying other lands as protected segments, is required by the National Trails Systems Act.

The proposed certification process for the Santa Fe National Historic Trail is described below. Resources would have to be documented in a brief, but comprehensive, application; evidence that environmental or other necessary compliance procedures had been satisfactorily completed would be provided (NPS or other agencies would assist); management objectives for the segment would be established; and management responsibilities for each nonfederal site or segment would be defined. In the case of smaller additions to the trail, the application could replace the need for detailed management planning and formal cooperative agreements. The following criteria for protected trail sites and segments would supplement the criteria in section 5(b)(11) of the National Trails System Act, as amended.

> *Qualifications* – To be certified, sites and segments must have at least one significant and direct tie to the Santa Fe Trail. The segment may also illustrate one or more facets relating to secondary themes or to recreational use. Part of the recreational experience must be based on historical interpretation and appreciation.
>
> *Resource protection* – To be certified, sites and segments that are proposed for development or modification must show that applicable state, local, and federal laws have been satisfactorily addressed with respect to environmental compliance, public health and safety, equal employment opportunity, and accessibility for the handicapped. The National Park Service could provide the technical assistance necessary for compliance.

Readiness – A site or segment must be ready for public use before it can be certified as a protected site or segment.

Accessibility – A site or segment must be reasonably accessible for public use. Reasonably accessible means those areas that are free and open to the public, as well as areas that are restricted to day use only or are accessible only through guided tours, subject to payment of a fee, or subject to other similar restrictions.

Size – The size of a site or segment could vary, depending on use and purpose, but it must be large enough to protect significant resources, to offer opportunities for interpreting some aspect of the trail, or to accommodate recreational use based on historical interpretation and appreciation, such as retracing the trail route.

Location – A certified protected segment must fall within the route identified for the Santa Fe National Historic Trail.

Administration and management – The managing public agency or private entity must ensure that the segment would be available for public use upon certification. Failure to live up to the agreement would result in decertification. The managing entity must also identify how the segment's resources would be preserved, protected, and made available for public use. This could be done in a management plan or statement specifying such items as zoning or classification of use, the preservation of historic features, maintenance, rules and regulations, interpretive programs, existing and proposed facilities, user fees, and similar matters. Other permitted uses should be addressed in terms of how they might affect the protection of resources and visitor safety.

A sample application form for site/segment certification is included in appendix E.

Trail Marking Procedures

Markers would be placed on posts along the actual trail route and along existing public roads, developed rights-of-way, or similar man-made features that approximate the historic route. Where the trail crosses lands administered by federal agencies, markers would be erected and maintained by the managing agency, in accordance with standards established by the secretary of the interior. Where the trail crosses nonfederal lands, uniform markers would be provided to cooperating agencies or private interests, in accordance with cooperative agreements, and they would be erected and maintained by those entities.

Auto tour signs would be placed along federal, state, and county roads at appropriate road junctions (consistent with state highway department or Federal Highway Administration sign regulations). Markers would be placed on existing road posts where possible. At locations where the trail crosses the auto tour route, signs with arrows pointing out the historic alignment would be posted.

Trails other than the auto tour route should have markers posted along them that are within sight of each other, or approximately at quarter-mile intervals. Where the trail extends across cultivated lands or other developed areas, the posts should be located at the edges of these areas or in a way that would not interfere with the established land uses. No markers would be erected on privately owned land without the owner's consent. (Sign specifications are listed in appendix F.) Additional temporary markers could be used to help establish a designated footpath along a preferred alignment.

The secretary of interior is authorized to accept the donation of trail markers manufactured to its standards and to accept funds for the manufacture of such signs. The five trail states would be asked to manufacture and install the auto tour route markers according to the specifications of their respective highway departments. Signs along federally funded roads and highways must conform to the Federal Highway Administration's *Manual on Uniform Traffic Control Devices.* The recommended trail marker symbol or logo must be approved by the Federal Highway Administration.

MARKETING

Consistent with the intent of Congress to have the trail provide an economic stimulus through tourism, and consistent with the purpose of the National Trails System Act to provide for public enjoyment, appreciation, and commemoration of the Santa Fe Trail, a coordinated marketing plan would be proposed. By providing this plan, the National Park Service would help define an effective relationship between its interpretation and public information responsibilities and the promotional activities that are beyond its authorities, but that are within the purview of state and local governments, and business interests. A coordinated trailwide marketing or promotional strategy would provide the Park Service with an opportunity to further trail purposes through a mutually beneficial cooperative relationship.

The National Park Service would facilitate the bringing together of the five state tourism departments for the purpose of their forming an interstate trail promotion task force. The task force would work to promote the Santa Fe National Historic Trail attractions, activities, and events to domestic and foreign travelers. The state tourism offices would help local chambers of commerce, convention and visitor bureaus, and similar groups to coordinate their trail promotion activities.

Residents of the five trail states, educators, historians, history buffs, free-lance writers, tour operators, and travel agents would be especially important target groups. The use of media that encouraged travel or focused on history would be important.

The National Park Service would negotiate an agreement with the task force to address how the National Park Service could assist the task force and vice versa. Actions that could be undertaken by the Park Service would include the following:

- coordinate NPS interpretive efforts with the promotional activities of the task force
- provide NPS assistance so that the task force would have accurate information for promotional efforts
- provide the task force with NPS trail brochures or other materials
- provide for task force advertising literature (e.g., service directory) to be distributed at trail sites

- inform task force members how to obtain NPS permission to use the official trail marker symbol for appropriate purposes

Actions that could be undertaken by the task force to assist that National Park Service would include the following:

- help the National Park Service, and through it other site-managing entities, to encourage visitor respect for the appropriate use of trail resources, especially those on private property

- help control trail and site promotion so as to protect less developed or fragile resources from overuse and adverse impacts

- help protect and enhance visual quality along the trail

The task force would work to promote the Santa Fe National Historic Trail as a single, integrated trail system. Within that overall system, the task force could, if it desired, provide for a coordinated series of regionally oriented auto tour route brochures that provided visitors with more detailed information about activities and support services. A videotape or slide show could be produced to interpret the Santa Fe Trail and related sites for use at travel shows, group meetings, schools, and other occasions.

The National Park Service would encourage all trail advocates to stress protection and conservation in their promotions. Local promotion efforts might involve state historic register plaques, plaques for local historic sites, walking or driving tours of state and local areas of interest, and special events fashioned around themes relating to the trail.

The National Park Service could authorize the use of the Santa Fe National Historic Trail logo for special events, providing that the event would help to advance the objectives of the trail in a substantive way. Proposals for use of the logo would be submitted to the Southwest Regional Office for approval. In addition, if no other organization did it, the Southwest Regional Office would prepare an annual special events calendar and would coordinate with all parties to minimize scheduling problems.

The "Passport to Your National Parks" stamp book program would be expanded to include the Santa Fe National Historic Trail. A separate montage stamp series would be created to provide a complete illustration and to document that the user had visited key sites along the entire trail.

COMPLIANCE

When the actions proposed in this plan are carried out, all appropriate natural, cultural, or other legal compliance actions will be the responsibility of the National Park Service. If the actions are being carried out by other organizations, then the National Park Service would coordinate environmental compliance measures with the National Environmental Policy Act. When federal, state, or local agencies are involved, the National Park Service would provide technical assistance. Plan-related actions implemented by others without compliance measures could result in the withholding or dropping of NPS certification or other official recognition.

The environmental assessment that has been prepared with the plan meets broad compliance guidelines. As further planning for specific actions was undertaken, compliance with additional laws and regulations would be necessary (for example, sections 106 and 110 of the National Historic Preservation Act, as amended; the provisions of executive orders relating to floodplains and wetlands; and federal laws relating to handicapped accessibility and endangered species). The National Park Service would draw upon its existing field units along the route for compliance assistance.

If there was any federal involvement in projects that were proposed by state or local governments and that were not directly related to trail resources, then the provisions of the National Environmental Policy Act must be addressed by the lead agency. If there was no federal involvement, state and local agencies might be required to comply with state environmental legislation or to consult with others.

Compliance is not required for private actions that might occur on trail sites or segments having no federal property interests, funding, or encouragement. A cooperative agreement or limited easement, certified trail status, or listing of a site on the National Register of Historic Places would not necessarily ensure the protection of trail resources from private or, at times, other state or local governmental actions.

In compliance with the provisions of section 504 of the Rehabilitation Act, as amended, access to programs and activities for persons with mobility, hearing, visual, or mental impairment must be provided when federal funding or financial assistance is provided to such programs. Where other agencies or organizations agree to display or house federally owned exhibits or to distribute information materials without receiving federal financial assistance, such facilities and their nonfederal programs would not need to meet federal accessibility requirements. However, the National Park Service would use discretion, consistent with its accessibility policies, before associating with programs or activities that fail to provide for the needs of persons with mobility, hearing, visual, or mental impairment.

NO-ACTION ALTERNATIVE

The no-action alternative would essentially continue existing conditions along the route of the Santa Fe National Historic Trail. The route would not be formally marked, and no interpretive programs or support facilities would be provided for persons interested in the trail other than those existing interpretive programs relating to the trail at established national park system areas (Fort Larned, Bent's Old Fort, and Fort Union). Trail centers would not be developed at the eastern and western ends of the trail. The protection of significant trail resources would be the responsibility of individual landowners and governmental agencies. No official program would be undertaken to certify important segments of the trail as protected segments.

NATURAL ENVIRONMENT

PHYSIOGRAPHY

6

In central Missouri, where the eastern end of the Santa Fe Trail is located, the terrain is characterized by broad, flat, wet [illegible] along river [illegible], and the elevation varies from 500 to 1,000 feet above sea level. The trail passes through the Central Lowland physiographic province, and up to 80 percent of the terrain can be described as gently rolling lands. In western Missouri the trail crosses the Ozark Plateaus and Osage Plains.

In Kansas, the [illegible] [illegible]

[illegible]

[illegible]

[illegible]

CLIMATE

[illegible]

[illegible]

AFFECTED ENVIRONMENT

NATURAL ENVIRONMENT

PHYSIOGRAPHY

In central Missouri, where the eastern end of the Santa Fe Trail is located, the terrain is characterized by broad, flat, low elevations along river corridors, and the elevation varies from 500 to 1,000 feet above sea level. The trail passes through the Central Lowland physiographic province, and up to 80 percent of the terrain can be described as gently rolling lands. In western Missouri the trail crosses the Ozark Plateaus and Osage Plains.

In Kansas the topography consists of flat to rolling prairies in the eastern part of the state and changes to rolling to steep hills, rock outcrops, and valleys in the southwestern part. At the Cimarron cutoff the terrain turns to sand hills and then flat plains. Eastern Kansas lies within the Central Lowland and the Great Plains physiographic provinces, and western Kansas is wholly within the Great Plains province. Elevation changes from approximately 500 feet in the east to 1,000 to 2,000 feet in central Kansas and to 2,000 to 4,000 feet in southwestern Kansas.

The Oklahoma Panhandle is within the Great Plains physiographic province. The landscape is characterized by gentle upland slopes broken by bluffs, hills, mesas, and canyons – all characteristic of the high plains. Total relief varies from 100 to 300 feet; elevations from 2,000 to 5,000 feet.

In southeastern Colorado the Mountain branch crosses the High Plains section of the Great Plains and skirts the Southern Rocky Mountain physiographic province. Southeastern Colorado displays moderate relief (300 to 500 feet) and gentle upland slopes. South-central Colorado exhibits considerable relief (over 3,000 feet) and gentle slopes. Topography varies in the southeast from 3,000 to 5,000 feet, while elevations in south-central Colorado rise from 5,000 to 9,000 feet.

Northeastern New Mexico lies in the Great Plains and the Southern Rocky Mountain physiographic provinces. Northeastern New Mexico consists of tablelands displaying considerable relief (500 to 1,000 feet), with most of the land classified as gently rolling; topography varies from 5,000 to 7,000 feet before the mountains rise to 13,000 feet nearer Santa Fe. The terrain around Santa Fe consists of mesas and gentle slopes and is part of the Basin and Range physiographic province.

CLIMATE

The climate along the eastern half of the trail, in Missouri and eastern Kansas, is relatively humid, and along the western half of the trail it is semiarid. In Missouri annual precipitation averages between 32 and 48 inches, and in eastern Kansas 34 inches a year; precipitation occurs on an average of 95 to 100 days a year. Thunderstorms occur 50 to 55 days per year, and tornadoes are common. The mean annual snowfall is 16 to 20 inches. Mean monthly temperatures vary from 30° F. to 80° F.

The climate in western Kansas, the Oklahoma Panhandle, southeastern Colorado, and northeastern New Mexico is similar, with 8 to 16 inches of moisture annually and precipitation occurring on an average of 70 to 85 days. Thunderstorms occur 45 to 70 days per year (the most thunderstorms are recorded in New Mexico). The least annual snowfall occurs in Oklahoma (8 to 16 inches per year), with increasing amounts in southeastern Colorado (24 to 32 inches) and northeastern New Mexico (16 to 36 inches). Mean monthly temperatures range from lows of 30° to highs of 85°. Tornadoes are common along this portion of the trail.

VEGETATION

Vegetation along the Santa Fe Trail in Missouri and eastern Kansas is characterized by grasslands and oak/hickory forests. Native grasses occupy the uplands, while elm, ash, and cottonwood trees dominate the landscape along river bottomlands.

The grasslands of central Kansas consist of bluestem prairie, and in western Kansas the bluestem/grama prairie and sandsage/bluestem prairie predominate. Thick stands of deciduous trees and shrubs grow along watercourses.

In Oklahoma juniper/pinyon woodlands predominate as the major vegetation type, with some grama/buffalo grasslands.

The vegetation of southeastern Colorado and northeastern New Mexico is characterized by grama and buffalo grasslands. Some juniper/pinyon woodlands and pine/Douglas-fir forest vegetation are scattered along the trail route in New Mexico.

WILDLIFE

Wildlife species common to areas along the Santa Fe Trail are listed in table 4.

THREATENED OR ENDANGERED SPECIES

Threatened or endangered animal and plant species that may exist along the Santa Fe Trail, plus species that are of concern to the various states, are listed in appendix H.

No federal threatened or endangered species occur along the Santa Fe Trail within Missouri. However, five candidate species that are being considered for listing could occur along the trail (see appendix H). In addition, Missouri has identified a number of rare or threatened species. Endangered habitats that have been identified by the state and that may occur along the trail include saline springs, saline marshes, and saline seeps; rare habitats include limestone glades and fens.

Kansas has seven federal endangered or threatened animal species that could occur along the Santa Fe Trail and one threatened plant species. Nineteen candidate animal and plant species are being considered for federal listing (categories 1 and 2), and three species are proposed for listing (see appendix H).

Five federal endangered species and one threatened species may occur in Oklahoma along the Santa Fe Trail. Additionally, nine candidate species (category 2) are being considered for federal listing. Oklahoma has identified several wildlife species as being endangered or of special concern (see appendix H). The state is in the process of developing a threatened and endangered species list for plants, which is scheduled to be completed in 1989.

Table 4: Wildlife Species along the Santa Fe Trail

Missouri

Mammals
Beaver
Black bear
Cottontail rabbit
Coyote
Gray fox
Gray squirrel
Mink
Muskrat
Opossum
Raccoon
Red Fox
Skunk
White-tailed deer

Birds
Black duck
Bobwhite quail
Field sparrow
Heron
Killdeer
Meadowlark
Mourning dove
Pheasant
Prairie chicken
Rail
Red-winged blackbird
Ruffed grouse
Thrush
Turkey
Vireo
Wood duck
Woodpeckers
Woodcock

Kansas

Mammals
Badger
Beaver
Cottontail rabbit
Coyote
Fox
Gopher
Gray squirrel
Jackrabbit
Mule deer
Muskrat
Opossum
Prairie dog
Raccoon
Red fox
Rodents
Skunk
Tree squirrel
White-tailed deer
Woodchuck

Birds
Bobwhite quail
Brown thrasher
Cardinal
Dickcissel
Field sparrow
Hawks
Killdeer
Lark bunting
Meadowlark
Mourning dove
Owls
Prairie chicken
Red-winged blackbird
Ring-necked pheasant
Robin
Scaled (blue) quail
Thrushes
Turkey
Vireo
Waterfowl (ducks, geese)
Woodpeckers
Wren

Reptiles
Blue racer
Bull snake
Coachwhip snake
Common hognose snake
Massasauga
Prairie rattlesnake
Western hognose snake

Amphibians
Cricket frog
Leopard frog
Garden toad
Plains toad

Oklahoma

Mammals
Antelope
Badger
Bobcat
Cottontail rabbit
Gray fox
Jackrabbit
Kit fox
Mule deer
Porcupine
Prairie dog
Raccoon
Spotted skunk
Striped skunk

Birds
Bobwhite quail
Brown towhee
Curved-billed thrasher
Golden eagle
Green-tailed towhee
Hawks
House finch
Long-billed curlew
Magpies
Owls
Pinyon jay
Ring-necked pheasant
Scaled (blue) quail
Turkey
Waterfowl
Woodhouse jay

Colorado

Mammals
Antelope
Beaver
Cottontail rabbit
Coyote
Fox
Jackrabbit
Mule deer
Muskrat
Prairie dog
Raccoon
Skunk
White-tailed deer

Birds
Bobwhite quail
Hawks
Mourning dove
Ring-necked pheasant
Scaled (blue) quail
Turkey
Waterfowl (ducks, geese)

New Mexico

Mammals
Antelope
Badger
Beaver
Black bear
Bobcat
Cottontail rabbit
Coyote
Deer mouse
Elk
Gray fox
Ground squirrel
Jackrabbit
Mink
Mule deer
Muskrat
Pocket gopher
Prairie dog
Raccoon
Striped skunk
Weasel

Birds
Bald eagle
Band-tailed pigeon
Blue grouse
Burrowing owl
Curlew
Field sparrow
Golden eagle
Goldfinch
Horned lark
Jay
Killdeer
Lark bunting
Magpie
Marsh hawk
Meadowlark
Mourning dove
Nuthatch
Pheasant
Raven
Red-tailed hawk
Red-winged blackbird
Roadrunner
Scaled (blue) quail
Thrush
Turkey
Vulture
Waterfowl (ducks, geese)
Woodpecker

Reptiles
Snakes
Lizards

Amphibians
Toads
Tortoises

Three federal endangered and one threatened animal species could occur along the Santa Fe Trail as it crosses southeastern Colorado. A total of 18 animal species have been identified by the state as rare, threatened, or unique. Two plants are considered as federal category 2 species, and three species have been identified as rare by the state (see appendix H).

Three federal endangered and one threatened species have been recorded in areas along the Santa Fe Trail in northeastern New Mexico. In addition, one category 2 species is being considered for federal listing. New Mexico has identified 23 state endangered animal species and three sensitive plant species (see appendix H).

FLOODPLAINS/WETLANDS

The only potential development site known to be within a base floodplain is the Old Franklin site at the eastern terminus of the trail. The specific site that was considered is at the intersection of Missouri Highway 87 and the abandoned Missouri, Kansas, and Texas Railroad line. The base flood elevation is 601 feet above sea level to the west of the intersection and 600 feet to the east. (The base flood elevation is the elevation at which flooding can occur with a 1 percent chance in any given year.) The potential development site has an elevation of 596 feet above sea level. Federal policy virtually prohibits federal agencies from taking certain actions in a 500-year floodplain, including the storage of irreplaceable cultural artifacts. The proposed development site for the eastern trail center is at Arrow Rock State Historic Site, which is above the floodplain.

PRIME AND UNIQUE FARMLANDS

The Soil Conservation Service has designated prime farmlands in several counties along the Santa Fe Trail, but no unique farmlands have been designated. Counties with prime farmlands are listed in table 5.

Table 5: Prime Farmlands
(by county)

Missouri
Howard
Saline
Lafayette
Jackson

Kansas
Drained
Johnson
Leavenworth
Douglas
Osage
Lyon
Morris

Kansas (cont.)
Dickinson
Marion
Rice
Barton
Pawnee
Ford
Gray

Irrigated
Finney
Haskell
Grant
Stevens
Kearny

Oklahoma
Cimarron

Colorado
Prowers
Bent
Otero
Las Animas

New Mexico
Union
Mora

CULTURAL RESOURCES

A total of 164 historic sites and 28 trail segments where there is evidence of wagon ruts (totaling 174.9 miles) have been identified as significant along the primary route of the Santa Fe Trail, including the Cimarron cutoff and the Mountain branch. Along the principal side trails – the Aubry cutoff, the military road from Granada, Colorado, to Fort Union, the military road from Fort Hays to Fort Dodge, and the Fort Leavenworth military roads – five cross-country trail segments have been identified, which total an additional 31.5 miles.

As shown in table 6, of the 164 sites determined to be significant, 16 are on predominantly federal land, 30 on state or local lands, and 118 on privately owned lands.

Table 6: Location and Ownership of Historic Sites

Ownership	Missouri	Kansas	Oklahoma	Colorado	New Mexico	Total
Federal						
Forest Service		2		2	3	7
National Park Service		1		1	2	4
Veterans Administration				1		1
U.S. Army		4				4
Subtotal		7		4	5	16
State/Local						
State	5	5		1	1	12
Local	8	7		1	2	18
Subtotal	13	12		2	3	30
Private	16	46	8	8	40	118
Total	**29**	**65**	**8**	**14**	**48**	**164**

Note: Even though most sites are on lands owned by a single entity, 11 involve mixed public/private ownerships. For purposes of this tabulation, each of these sites is assigned to the jurisdiction having predominant ownership.

Of the 28 cross-country segments identified along the main route, 4.5 miles are on federal lands and 170.4 miles are on private lands (see table 7).

Table 7: Location and Ownership of Cross-Country Segments (in miles)

Ownership	Missouri	Kansas	Oklahoma	Colorado	New Mexico	Total
Federal						
Forest Service		4.5				4.5
National Park Service					1.0	1.0
Subtotal		4.5			1.0	5.5
Private		19.3	16.8	35.3	137.2	206.6
Total	**0**	**23.8**	**16.8**	**35.3**	**138.2**	**214.1**

Note: All these segments are at least 0.5 mile in length.

The historic sites are listed on the Historic Route map and are briefly described in appendix B. The location of individual cross-country segments is shown in table B–1 in appendix B.

SOCIOECONOMIC ENVIRONMENT

LANDOWNERSHIP AND USE

Patterns of landownership and use for the Santa Fe Trail were calculated in linear miles because of the trail's long, narrow nature. Approximately 90 percent of the land along the trail corridor is privately owned. State and local governments own about 6 percent of the land, while the federal government owns the other 4 percent. No areas of tribal ownership or trust land were identified along the trail corridor.

About 64 percent of the land along the trail is used for rangeland and pasture, and another 17 percent is dedicated to agriculture. Rural residential and urban development accounts for only 7 percent of total land use. The remainder of land along the corridor is divided between highway rights-of-way (10 percent) and recreation (2 percent).

ACCESS AND TRANSPORTATION

The Santa Fe Trail corridor is serviced by an extensive network of federal, state, and locally maintained highways and secondary roads. Even though the trail route is seldom adjacent to a major roadway, several primary highways follow routes that somewhat parallel the trail. Some historic sites and points of interest are easily accessible from these main thoroughfares by way of secondary highways and local streets. In Missouri the trail runs along the Missouri River, north of I-70. After crossing into Kansas the trail is paralleled by US 56 from near the Missouri line to Cimarron, Kansas, then down the cutoff through Oklahoma and into New Mexico, where the highway ends at the town of Springer. The trail then follows I-25 to Watrous, where it rejoins the Mountain branch and parallels I-25 to Santa Fe. The Mountain branch is paralleled by US 50 from Cimarron, Kansas, to La Junta, Colorado. At La Junta the trail turns to the south and is roughly followed by US 350 to Trinidad. From Trinidad to Watrous the trail meanders west of I-25.

Air service to the region is provided by several major carriers through both direct and connecting flights. There are major commercial airports at Kansas City, Topeka, Wichita, and Albuquerque. Regional carriers provide service to several smaller cities. Many small towns have municipal airports or landing strips.

AMTRAK provides passenger rail service to several cities along the trail corridor. AMTRAK's Southwest Chief follows a route that closely approximates the Mountain branch. The route, which originates in Chicago and terminates in Los Angeles, stops in Kansas City, Dodge City, Garden City, La Junta, Raton, Las Vegas, and Santa Fe, and it passes through several other cities along the historic route of the trail.

POPULATION

The Santa Fe National Historic Trail traverses an almost entirely rural section of the country that is characterized by very low population densities. The only area of significant urban development along the corridor is Kansas City, where the population density exceeds 1,000 people per square mile. By contrast, the population density near the trail's western terminus in Union County, New Mexico, is only 1.2 people per square mile. The median population density along the trail corridor is 13.8 people per square mile.

Besides Kansas City, other metropolitan areas within 50 miles of the trail include Columbia, Missouri; Topeka and Wichita, Kansas; and Albuquerque, New Mexico. The total population of the metropolitan areas is more than 2.5 million people (1980 data). Other cities and small towns along the trail route are listed in table 8, which also shows their population and growth from 1970 to 1980.

Table 8: Population of Cities along the Santa Fe Trail

Cities	1980 Population	Percentage Change 1970-80	Cities	1980 Population	Percentage Change 1970-80
Kansas			**Missouri**		
Kansas City	161,087	-4.2	Independence	111,806	0.2
Olathe	37,258	93.0	Kansas City	448,159	-11.6
Gardner	2,392	39.5	Raytown	31,759	-5.6
Baldwin City	2,829	26.2			
Overbrook	930	25.3	**Colorado**		
Scranton	664	22.5	Holly	969	-2.4
Burlingame	1,239	19.2	Granada	557	1.1
Council Grove	2,381	-7.4	Lamar	7,713	-1.1
McPherson	11,753	11.1	Las Animas	2,818	-10.5
Lyons	4,152	-8.5	La Junta	8,338	5.0
Ellinwood	2,508	-11.3	Trinidad	9,663	-2.4
Great Bend	16,608	-10.2			
Larned	4,811	-0.4	**New Mexico**		
Kinsley	2,074	-7.5	Wagon Mound	416	-34.0
Dodge City	18,001	7.6	Raton	8,225	18.1
Ingalls	274	6.2	Cimarron	888	-4.2
Cimarron	1,491	6.3	Las Vegas	14,322	3.4
Ulysses	4,653	8.4	Santa Fe	48,953	18.9
Garden City	18,256	12.0			
Deerfield	538	7.6			
Lakin	1,823	1.9			
Syracuse	1,654	-13.4			

The Santa Fe Trail crosses 38 counties in the states of Kansas, Missouri, Oklahoma, Colorado, and New Mexico (see table 9). These counties have been defined as the study area for the purposes of developing a socioeconomic profile. (A summary of population characteristics for these counties is included in appendix I.)

The total population of the study area in 1986 was estimated to be 1,612,000 people. The region has experienced a 5.5 percent growth since the 1980 census and a 10.6 percent increase since the 1970 census. Growth rates in individual counties are quite divergent from the rate for the study area as a whole. For example, the population of Santa Fe County, New Mexico, has increased by over 47 percent from 1970 to 1986, and Kearny County, Kansas, grew by almost 39 percent during that period. Finney and Johnson counties, Kansas, have each grown by approximately 25 percent over the same period. Cimarron County, Oklahoma, experienced a 12 percent decline during the 1970s, but it rebounded with a 6.9 percent increase from 1980 to 1986. The five Colorado counties in the study area have lost nearly 7 percent of their population between 1970 and 1986. Only Prowers County has experienced a rebound (6.1 percent from 1980 to 1986). It is anticipated that the population of the study area will grow approximately 6 percent between 1986 and the year 2000. At this rate of growth, the total population of the counties along the trail corridor would be approximately 1.7 million in 2000.

The racial composition of the population along the trail corridor is predominantly white. Hispanics represent a major ethnic population in the Kansas City area and in four (Colfax, Mora, San Miguel, and Santa Fe) of the five New Mexico counties. No large concentrations of native Americans reside in counties along the trail corridor (the populations of Douglas County in Kansas and Santa Fe County in New Mexico are each just less than 3 percent native Americans).

Table 9: Counties Crossed by the Santa Fe Trail

Kansas
Johnson
Leavenworth
Douglas
Osage
Lyon
Morris
Dickinson
Marion
McPherson
Rice
Barton
Pawnee
Edwards
Kiowa
Ford

Kansas (cont.)
Gray
Finney
Kearny
Haskell
Grant
Stevens
Morton
Hamilton

Missouri
Howard
Saline
Jackson
Lafayette

Oklahoma
Cimarron

Colorado
Baca
Prowers
Bent
Otero
Las Animas

New Mexico
Union
Colfax
Mora
San Miguel
Santa Fe

REGIONAL ECONOMY

Commercial agriculture and ranching provide the economic foundation for most parts of the study area. Tourism, light manufacturing, forestry, and oil exploration are also important in limited areas along the trail corridor.

Twenty-eight counties in the study area had unemployment rates that were below the national average (5.3 percent, April 1988). Twenty-four of these counties had rates of 4.5 percent or less. The nine counties that had rates above the national average were all in Colorado and New Mexico; four of these counties had rates above 10 percent. The median unemployment rate for all counties in the study area was 4.3 percent. The rates ranged from a low of 2.5 percent in Kiowa County, Kansas, to 38.2 percent in Mora County, New Mexico.

The 1980 median household income for the study area ranged from $7,600 in Mora County, New Mexico, to over $25,000 in Johnson County, Kansas. Thirty-one counties in the study area had median household incomes that were lower than the national median household income.

RECREATION

Numerous recreation facilities and lands exist along or near the Santa Fe Trail. Public areas within 20 miles of the trail corridor that provide outdoor recreational opportunities (hiking, camping, fishing, hunting, and boating) are listed in table 10. These areas also provide for the preservation and study of both the natural and historic environment.

Table 10: Recreation Facilities along the Santa Fe National Historic Trail

State	National Park Service	U.S. Forest Service	Corps of Engineers	Fish and Wildlife Service	State Parks	State Historic Sites
Missouri	1	0	0	0	6	3
Kansas	1	1	5	1	10	3
Colorado	1	1	1	0	0	0
Oklahoma	0	0	0	0	1	0
New Mexico	3	2	0	1	9	2
Total	**6**	**4**	**6**	**2**	**26**	**8**

In addition to these areas, several state wildlife refuges, state fishing lakes, county and municipal parks, and private and commercial recreation facilities are also within 20 miles of the trail corridor.

VISITOR USE AND EXISTING INTERPRETATION

The state of Missouri has appropriated funds to construct a visitor center at Arrow Rock State Historic Site, which will include interpretation of the Santa Fe Trail. Missouri has also funded the construction of a national frontier trails center in Independence. The center, which is scheduled to open in March 1990, will interpret the Santa Fe, California, and Oregon trails and will be operated by the city of Independence. The center will be built in Independence Old Town, a historic district that includes the Harry S Truman National Historic Site. Because of the variety of historic features in the district, the trails center will probably attract a broad spectrum of visitors. Near Larned, Kansas, the Santa Fe Trail Center has exhibits on the trail and an archival collection for trail researchers (it also maintains the records of the Santa Fe Trail Association).

Three national park system facilities along the route of the Santa Fe Trail are directly related to the trail story – Fort Larned National Historic Site (Kansas), Bent's Old Fort National Historic Site (Colorado), and Fort Union National Monument (New Mexico).

> At Fort Larned the relationship between the fort and the Santa Fe Trail is discussed in the park folder and other publications. On-site interpretation deals primarily with the broader theme that the fort was established as a means for the United States to explore and settle the continent.
>
> Interpretive programs at Bent's Old Fort National Historic Site encompass the relationship between the fort and the trail as well as the particulars of daily life and the physical layout of the fort. On-site interpretive facilities are spatially inadequate for presenting existing and proposed interpretive themes.
>
> The Santa Fe Trail is interpreted at Fort Union National Monument, but space is limited. Expanded interpretation of the trail is desired, but this cannot be accomplished without some modifications of the visitor center and interpretive exhibits.

Pecos National Monument in New Mexico is also a unit of the national park system; however, it is not directly related to the Santa Fe Trail. It is significant for its archeological resources, which predate the establishment of the trail. The Pecos ruins served as a landmark on the trail and a place for travelers to explore. There are remnants of ruts within the monument, so there could be some potential for interpretation, but it would be secondary to the purpose of the national monument.

Visitation at these national park system areas in 1987 varied from just over 14,000 at Fort Union to about 45,000 at Pecos National Monument. Fort Union, Bent's Old Fort, and Pecos have realized fairly steady growth in visitation over the past four years (although Bent's did experience a slight decrease in 1987). Visitation at Fort Larned has decreased yearly over the same period. Table 11 shows visitation at the four sites from 1984 through 1987.

Table 11: Annual Visitation to National Park System Areas along the Santa Fe National Historic Trail

	1985	1986	1987	1988
Fort Larned	58,600	55,100	43,600	48,000
Bent's Old Fort	42,900	44,800	41,200	41,800
Fort Union	13,400	13,400	14,400	18,100
Pecos	44,600	44,800	45,300	48,600

Numerous museums, historical societies, and other facilities in the five trail states include items in their collections or program themes that relate to the Santa Fe Trail or generally to the way-of-life on the 19th century American frontier. A total of 49 such facilities are along the trail or within 20 miles. These facilities range from state historical museums (which include a broad range of interpretive themes and significance) to small homesteads of famous individuals (which are often focused on one specific topic that may only be of local significance). Nearly half of these facilities are in Kansas (23), nine each in Missouri and Colorado, and eight in New Mexico (see appendix J). There are no such museums or other facilities that relate to the Santa Fe Trail in the small section of Oklahoma that is traversed by the trail.

There is no accurate estimate of present trail use. Certainly there are interested people who attempt to retrace the trail to the extent possible. Some groups have been known to traverse portions of the trail or the entire trail, but these attempts are infrequent.

PROPOSED PLAN

The environmental consequences of implementing a comprehensive use and management plan for the Santa Fe National Historic Trail would not be concentrated in a single area. The effects would be scattered along the entire length of the trail. For analysis of the proposed plan, as well as [illegible] alternatives, see [illegible] 17 at the end of this section.

Under the proposed plan [illegible] would be [illegible] with [illegible] and natural resources would be [illegible] and [illegible] and programs would be developed [illegible]. [illegible] of the trail [illegible] would be established [illegible].

IMPACTS ON NATURAL RESOURCES

The construction of [illegible] roads, parking areas, and [illegible] trails would result in the disturbance [illegible] of soils in [illegible] development sites. The extent of soil [illegible] would be [illegible] erosion and increased runoff. [illegible] where native vegetation has not been [illegible].

Vegetation would be [illegible] and removal of [illegible] sites including buildings, [illegible] parking areas, and [illegible] of the trail would be [illegible] for wildlife. [illegible] species.

[illegible] activity would result in [illegible] development sites. [illegible] of species [illegible].

[illegible] threatened or endangered [illegible] along the [illegible] of the Santa Fe Trail [illegible] a biological assessment would be [illegible] Endangered Species Act.

[illegible] has been [illegible] along the [illegible] of the Santa Fe Trail. Because the trail [illegible] wetland as a result of [illegible] have been [illegible] along the trail route.

PROPOSED PLAN

The environmental consequences of implementing a comprehensive use and management plan for the Santa Fe National Historic Trail would not be concentrated in a single area. The effects would be distributed along the entire length of the trail. The impacts of the proposed plan, as well as no-action alternative, are summarized in table 12 at the end of this section.

Under the proposed plan resource preservation would be balanced with visitor use. Cultural and natural resources would be protected and preserved, and facilities and programs would be developed for the public to understand and enjoy the Santa Fe Trail. The route of the trail as mapped would be identified and marked, and an automobile tour route would be established along the nearby highway network.

IMPACTS ON NATURAL RESOURCES

The construction of buildings, roads, parking areas, and trails for hikers and horseback riders would result in the displacement and disturbance of soils in and around construction sites. The extent of soil impacts is not known at this time. Soils would be compacted by visitor use along hiking and horseback riding trails, which could result in some erosion and increased runoff. Allowing low-intensity hiking along some cross-country segments where wagon ruts still remain would have minimal impacts on soils; this use would only be allowed where native vegetation was sufficient to prevent erosion.

Vegetation would be subject to destruction and removal at and adjacent to construction sites, including buildings, roads, trails, parking areas, and pulloffs. Impacts on vegetation along visitor use trails paralleling the historic route would be minimized because the edge of the trail would be clearly delineated, and turnaround areas would be provided periodically for wagons. Disturbed sites at construction areas would be revegetated with native species.

Construction activities would result in short-term disturbance of wildlife at or near construction sites. Visitor use along trail segments would result in the temporary displacement of species when people were present.

Exact locations for threatened or endangered plant and animal species along the route of the Santa Fe Trail are not known. Specific development and use sites would be carefully surveyed prior to certification to determine the potential effects on these species before any development or use actions were undertaken. Any potential adverse effects would be mitigated, or development and use would be moved to alternative sites. When federal lands are involved, a biological assessment could be required, in compliance with the Endangered Species Act.

Prime farmland has been identified in a majority of counties along the route of the Santa Fe Trail. Because the trail corridor is relatively narrow, any adverse impacts on prime farmland as a result of construction and use would be relatively minor. No unique farmlands have been identified along the trail route.

Air quality would be temporarily affected during construction activities, and dust could be raised by wagon use along some segments of the trail. Other than runoff from impermeable surfaces, there would be no adverse effects on water quality.

The development of a visitor center at the Old Franklin site would be within the base floodplain. If this site was selected for development, the natural and beneficial values of the floodplain would be adversely affected, and floodproofing of the facility would be required. Because the National Park Service is the lead agency for the Santa Fe National Historic Trail, it is required to apply the provisions of Executive Order 11988. Consequently, the Park Service would not be able to provide any recognition of or association with the facility in connection with the national historic trail because of its location in a floodplain. Other alternatives outside the floodplain would be feasible.

IMPACTS ON CULTURAL RESOURCES

Significant historic sites and cross-country segments associated with the Santa Fe Trail would be preserved and protected. Establishing a technical assistance program would help ensure that state and local governmental agencies and private organizations and interests had the technical knowledge necessary to protect and preserve significant sites not on NPS land. Research programs would help identify any previously unknown or undocumented resources, and significant sites would be protected. Monitoring activities would help prevent vandalism and unauthorized use at sites along the trail, and interpretive programs would inform visitors about the importance of helping protect cultural sites and resources.

The use of negotiated agreements and shared management techniques to preserve or protect important historic sites along the trail would probably result in more cost-effective protection of sites. These protection techniques would stretch the use of public land funds and could stimulate additional private initiatives to protect resources. Negotiated agreements could also enhance rapport between federal agencies and private owners.

Varying levels of visitor use at the 164 significant historic sites along the trail route, as well as archeological resources, could over the long term result in some site deterioration and a loss of historic fabric. Potential adverse impacts would be mitigated by carefully monitoring use and taking protective measures where necessary.

There are no known native American religious sites along the trail.

IMPACTS ON VISITOR USE

The proposed plan would help meet the needs of visitors interested in the Santa Fe Trail and would also help maintain a high-quality experience. Interpretive facilities and programs would give visitors opportunities to learn about the significant role the trail played in our national development, as well as the significance of local historic sites. Establishing an auto tour route would allow interested visitors to follow the approximate route of the trail on adjacent highways. Visitors would also have opportunities to hike along actual trail remnants and in some locations to ride in horse- or oxen-drawn wagons on an adjacent modern trail. This would provide a sense of historical authenticity for trail enthusiasts and a chance to feel what it may have been like for travelers on the original trail.

IMPACTS ON LANDOWNERSHIP AND USE

The National Park Service does not anticipate making any large land purchases along the Santa Fe Trail. Only small areas would be purchased. The Park Service would encourage the continued use of lands along the trail for grazing purposes.

Some form of increased land use controls could be required to ensure the protection of significant historic sites and trail resources. Cooperative management agreements would be the preferred method of resource protection, but with the consent of the landowner, the acquisition of easements or fee-simple title could be considered. Land would only be acquired to protect significant historic resources or to provide for facility development. Lands acquired by federal, state, or local authorities would be removed from local tax rolls. This impact would be partially mitigated in the case of federal land purchases by payments in lieu of taxes.

Existing land use patterns could change if a private landowner entered into a cooperative agreement to allow public access to historic trail sites. If an existing use was determined to be incompatible with the use and enjoyment of a site by visitors, a change in land use could be implemented through a cooperative agreement or the purchase of an easement or fee-simple title. The identification and interpretation of trail resources on private lands could result in a loss of privacy for some landowners. Public education programs would be undertaken to reduce instances of visitor trespass on private lands and to protect the rights of landowners who did not choose to allow public access to trail resources on their lands.

IMPACTS ON LOCAL ECONOMIES

The proposed plan would encourage tourist activities and support development all along the trail, thus benefiting local economies. The construction of visitor centers and adjacent hiking and other trails, along with efforts to protect existing sites, would result in short-term and localized economic benefits. Labor would probably be hired locally, and materials would likely be purchased in towns and cities along the trail. Increased visitation to trail-related sites would result in increased visitor expenditures, especially at hotels/motels, restaurants, gas stations, and other service-oriented businesses.

IMPACTS ON TRANSPORTATION SYSTEMS

Implementation of the proposed plan would result in a minor increase in traffic volume along the proposed automobile touring route, as well as near historic sites and trail segments. This increase in volume would probably be well-dispersed along the length of the trail. Congestion could occur near major facilities, such as visitor centers, although any such effects would probably be minor. Additional parking space might have to be provided at existing visitor facilities.

Some existing streets or rural roads could have to be upgraded to improve visitor access to important sites or trail segments. These improvements could take various forms, including paving gravel surfaces, widening lanes or shoulders, and installing directional signs or traffic control devices. In most instances, the improvements would have to be coordinated with local or state transportation agencies. Some improvements to the transportation system could potentially create short-term impacts that would affect both tourists and residents of local areas. Examples of such impacts include an increase in the ambient noise and dust levels, and temporary traffic detours and interruption of visitor use near construction sites.

COSTS

Approximately $225,000 annually would be required by the National Park Service to administer the Santa Fe National Historic Trail. This cost includes funding for three half-time positions (GS–7) at Fort Larned National Historic Site, Bent's Old Fort National Historic Site, and Fort Union National Monument to assist in administrative activities (one-half person-year at each site to be supervised by the park manager.) NPS development or land acquisition costs, including the provision of limited financial assistance, would depend on annual congressional appropriations or NPS donation programs or both.

NO-ACTION ALTERNATIVE

The no-action alternative would continue existing conditions along the Santa Fe National Historic Trail. A coordinated program would not be undertaken to mark the historic route, and no visitor facilities or interpretive programs focusing on the trail as a whole would be provided. Local efforts would probably continue to be taken to protect and interpret locally significant resources.

Under the no-action alternative the existing level of environmental impacts would continue. There would be no additional impacts on soils, vegetation, wildlife, or threatened or endangered species along the Santa Fe Trail route as a result of development activities or visitor use.

No efforts would be directly undertaken to ensure the coordinated protection of significant historic sites and archeological resources all along the trail route. Individual sites could still be protected through local efforts; however, technical advice and assistance would not be readily available. Sites would be subject to vandalism and inappropriate uses, with the potential for historic resources to be destroyed or irretrievably lost. The absence of a program to certify protected trail segments could result in the inadvertent loss of actual trail remnants on private land, especially if future landowners were unaware of the significance of wagon ruts or other resources.

Because the actual route of the Santa Fe Trail would not be marked and an auto tour route would not be designated, visitors would have a difficult time retracing the entire route on adjacent highways. Trail enthusiasts would probably have no opportunity to hike or horseback ride along actual trail segments on adjacent trails. Interpretive efforts would probably be carried out on a local basis and would focus on the importance of local resources; however, it would probably be difficult for visitors to appreciate and understand the significance of the entire trail and how it affected the westward expansion of the United States.

Except for local actions to provide visitor facilities and interpretive programs, the no-action alternative would have no overall effect on local economies, landownership, or transportation systems.

Table 12: Summary of Environmental Consequences

Impact Topic	Proposed Plan	No-Action Alternative
Natural Resources		
Soils	Minor soil displacement and compaction at dispersed sites along the trail due to construction and use of visitor centers, parking areas, trails, pulloffs, and turnarounds	No effect
Vegetation	Destruction and trampling of vegetation at and near construction sites and visitor use areas; revegetation in and around construction sites with native species	No effect
Wildlife	Minor, temporary displacement of wildlife species along the trail route due to construction activities and visitor use	No effect
Threatened or endangered species	Minor potential for temporary displacement or disturbance of threatened or endangered plant and animal species at developed sites along the trail route; exact locations of species and development sites unknown; mitigation of any adverse effects by relocating or redesigning developed sites	No effect
Prime farmlands	Minor potential for adverse effects on prime farmlands due to facility construction and visitor use	No effect
Floodplains and wetlands	Potential adverse effect on base floodplain at the Old Franklin visitor center site; Arrow Rock State Historic Site above base floodplain	No effect
Cultural Resources	Long-term protection of significant resources through acquisition and cooperative agreements; preservation of the historic trail corridor through marking and certification of important segments; possible long-term deterioration of historic sites and segments as a result of public use	Possible deterioration or loss of significant historic sites and segments through neglect, vandalism, inappropriate uses, or inadvertent destruction

Impact Topic	Proposed Plan	No-Action Alternative
Visitor Use	Better understanding by visitors of significance of the Santa Fe Trail through interpretive exhibits and publications, marking of the historic trail route, designation of an auto tour route, and development of recreational opportunities (hiking, horseback riding, and wagon driving) along the trail corridor	Little visitor understanding or appreciation of the importance of the Santa Fe Trail; no recreational opportunities for trail enthusiasts
Landownership and Use	Increased land use controls to protect significant resources through acquisition and cooperative agreements; minimal adverse effects on private landowners from acquisition because lands could only be acquired by the federal government with their consent; potential effects on local landowners because of the identification and interpretation of trail resources on private lands; reduced potential for trespassing on private lands because of public education programs; continued present land uses along the trail route	No additional effects; potential for trespassing on private lands by trail enthusiasts wanting to see historic sites or wagon ruts
Local Economies	Minor benefits to local economies along the trail because of increased expenditures for construction and visitor services; partial mitigation for loss of local tax revenues due to federal acquisition through payments in lieu of taxes	No effect
Transportation Systems	Minor increase in traffic volume on auto tour route and near historic sites and trail segments; possible upgrading of existing streets or roads to improve visitor access to important sites or segments	No effect

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Note: There would be no adverse effects on air and water quality.

CONSULTATION AND COORDINATION

The following federal and state organizations, among others, will be asked to review and comment on this *Draft Comprehensive Trail Management and Use Plan / Environmental Assessment.*

FEDERAL AGENCIES

- Department of Agriculture
    - Forest Service
        - Cimarron National Grassland
        - Comanche National Grassland
        - Kiowa National Grassland
        - Santa Fe National Forest
    - Soil Conservation Service
- Department of Commerce
    - National Oceanic and Atmospheric Administration
        - National Weather Service
- Department of Defense
    - Department of the Army
        - Corps of Engineers
- Department of Energy
    - Federal Energy Resources Commission
- Department of the Interior
    - Bureau of Indian Affairs
    - Fish and Wildlife Service
    - National Park Service
        - National Register of Historic Places
        - Santa Fe National Historic Trail Advisory Council
- Department of Labor
    - Bureau of Labor Statistics
- Department of State
- Department of Transportation
    - Federal Highway Administration

STATE AGENCIES

- Colorado
    - Climate Center
    - Colorado State University
        - Department of Atmospheric Science
    - Department of Local Affairs
    - Department of Natural Resources
        - Division of Parks and Outdoor Recreation
        - Division of Wildlife
        - Natural Areas Program
    - Department of Transportation
    - Historical Society
    - State Historic Preservation Office
    - Tourism Board

Kansas
- Department of Transportation
- Department of Wildlife and Parks
- Geological Survey
- Kansas State University
  - Cooperative Extension Service
- Natural Heritage Program
- State Historic Preservation Office
- University of Kansas
  - Biological Survey

Missouri
- Department of Natural Resources
- Department of Economic Development
  - Division of Tourism
- State Historic Preservation Office
- Highway and Transportation Department
- University of Missouri at Columbia
  - Department of Atmospheric Science

New Mexico
- Department of Agriculture
- Department of Energy, Minerals, and Natural Resources
- Department of Game and Fish
- Economic Development and Tourism Department
- Highway and Transportation Department
- New Mexico State University
- State Historic Preservation Office
- State Parks
- State Planning Office

Oklahoma
- Arts Council
- Biological Survey
- Department of Commerce
- Department of Transportation
- Department of Wildlife Conservation
- Land Office
- Natural Heritage Program
- Oklahoma State University
  - Department of Agronomy
- State Historic Preservation Office

APPENDIXES, BIBLIOGRAPHY, PLANNING TEAM / CONSULTANTS

APPENDIX A: LEGISLATION

NATIONAL TRAILS SYSTEM ACT

Public Law 90-543
(16 U.S.C. 1241 et seq.)
as amended
through P.L. 100-559, October 29, 1988

AN ACT

To establish a national trails system, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SHORT TITLE

SECTION 1. This Act may be cited as the "National Trails System Act".

STATEMENT OF POLICY

SEC. 2. (a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation which are often more remotely located.

(b) The purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic and historic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system.

(c) The Congress recognizes the valuable contributions that volunteers and private, nonprofit trail groups have made to the development and maintenance of the Nation's trails. In recognition of these contributions, it is further the purpose of this Act to encourage and assist volunteer citizen involvement in the planning, development, maintenance, and management, where appropriate, of trails.

NATIONAL TRAILS SYSTEM

SEC. 3. (a) The national system of trails shall be composed of the following:

(1) National recreation trails, established as provided in section 4 of this Act, which will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas.

(2) National scenic trails, established as provided in section 5 of this Act, which will be extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. National scenic trails may be located so as to represent desert, marsh, grassland, mountain, canyon, river, forest, and other areas, as well as landforms which exhibit significant characteristics of the physiographic regions of the Nation.

(3) National historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of a historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act are included as Federal protection components of a national historic trail. The appropriate Secretary may certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agencies or interests without expense to the United States.

(4) Connecting or side trails, established as provided in section 6 of this Act, which will provide additional points of public access to national recreation, national scenic or national historic trails or which will provide connections between such trails.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker for the national trails system.

(b) For purposes of this section, the term 'extended trails' means trails or trail segments which total at least one hundred miles in length, except that historic trails of less than one hundred miles may be designated as extended trails. While it is desirable that extended trails be continuous, studies of such trails may conclude that it is feasible to propose one or more trail segments which, in the aggregate, constitute at least one hundred miles in length.

(c) On October 1, 1982, and at the beginning of each odd numbered fiscal year thereafter, the Secretary of the Interior shall submit to the Speaker of the United States House of Representatives and to the President of the United States Senate, an initial and revised (respectively) National Trails System plan. Such comprehensive plan shall indicate the scope and extent of a completed nationwide system of trails, to include (1) desirable nationally significant scenic and historic components which are considered necessary to complete a comprehensive national system, and (2) other trails which would balance out a complete and comprehensive nationwide system of trails. Such plan, and the periodic revisions thereto, shall be prepared in full consultation with the Secretary of Agriculture, the Governors of the various States, and the trails community.

NATIONAL RECREATION TRAILS

SEC. 4. (a) The Secretary of the Interior, or the Secretary of Agriculture where lands administered by him are involved, may establish and designate national recreation trails, with the consent of the Federal agency, State, or political subdivision having jurisdication over the lands involved, upon finding that—

(i) such trails are reasonably accessible to urban areas, and,'or

(ii) such trails meet the criteria established in this Act and such supplementary criteria as he may prescribe.

(b) As provided in this section, trails within park, forest, and other recreation areas administered by the Secretary of the Interior or the Secretary of Agriculture or in other federally administered areas may be established and designated as "National Recreation Trails" by the appropriate Secretary and, when no Federal land acquisition is involved—

(i) trails in or reasonably accessible to urban areas may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the States, their political subdivisions, or other appropriate administering agencies;

(ii) trails within park, forest, and other recreation areas owned or administered by States may be designated as "National Recreation Trails" by the appropriate Secretary with the consent of the State; and

(iii) trails on privately owned lands may be designated 'National Recreation Trails' by the appropriate Secretary with the written consent of the owner of the property involved.

NATIONAL SCENIC AND NATIONAL HISTORIC TRAILS

SEC. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

* * *

(15) The Santa Fe National Historic Trail, a trail of approximately 950 miles from a point near Old Franklin, Missouri, through Kansas, Oklahoma, and Colorado to Santa Fe, New Mexico, as generally depicted on a map entitled "The Santa Fe Trail" contained in the Final Report of the Secretary of the Interior pursuant to subsection (b) of this section, dated July 1976. The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Santa Fe Trail except with the consent of the owner thereof. Before acquiring any easement or entering into any cooperative agreement with a private landowner with respect to the trail, the Secretary shall notify the landowner of the potential liability, if any, for injury to the public resulting from physical conditions which may be on the landowner's land. The United States shall not be held liable by reason of such notice or failure to provide such notice to the landowner. So that significant route segments and sites recognized as associated with the Santa Fe Trail may be distinguished by suitable markers, the Secretary of the Interior is authorized to accept the donation of suitable markers for placement at appropriate locations.

* * *

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible. The studies listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

(1) the proposed route of such trail (including maps and illustrations);

(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental, purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666; 16 U.S.C. 461);

(4) the current status of land ownership and current and potential use along the designated route;

(5) the estimated cost of acquisition of lands or interest in lands, if any;

(6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlined in subsection (b) of this section.

* * *

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the system, and within sixty days of the enactment of this sentence for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment, except that the Advisory Council established for the Iditarod Historic Trail shall expire twenty years from the date of its establishment. If the appropriate Secretary is unable to establish such an advisory council because of the lack of adequate public interest, the Secretary shall so advise the appropriate committees of the Congress. The appropriate Secretary shall consult with such council from time to time with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section. Members of each council shall be appointed by the appropriate Secretary as follows:

(1) the head of each Federal department or independent agency administering lands through which the trail route passes, or his designee;

(2) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(3) one or more members appointed to represent private organizations, including corporate and individual landowners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: Provided, That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(4) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail and the North Country National Scenic Trail as part of the system, and within two complete fiscal years of the date of enactment of this subsection for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, the relevant advisory council established pursuant to section 5(d), and the Appalachian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquisition, management, development, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail or the North Country National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;

(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act;

(3) a protection plan for any high potential historic sites or high potential route segments; and

(4) general and site-specific development plans, including anticipated costs.

CONNECTING AND SIDE TRAILS

SEC. 6. Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may be established, designated, and marked by the appropriate Secretary as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent, or, where the appropriate Secretary deems necessary or desirable, on privately owned lands with the consent of the landowners. Applications for approval and designation of connecting and side trails on non-Federal lands shall be submitted to the appropriate Secretary.

ADMINISTRATION AND DEVELOPMENT

SEC. 7. (a)(1)(A) The Secretary charged with the overall administration of a trail pursuant to section 5(a) shall, in administering and managing the trail, consult with the heads of all other affected State and Federal agencies. Nothing contained in this Act shall be deemed to transfer among Federal agencies any management responsibilities established under any other law for federally administered lands which are components of the National Trails System. Any transfer of management responsibilities may be carried out between the Secretary of the Interior and the Secretary of Agriculture only as provided under subparagraph (B).

(B) The Secretary charged with the overall administration of any trail pursuant to section 5(a) may transfer management of any specified trail segment of such trail to the other appropriate Secretary pursuant to a joint memorandum of agreement containing such terms and conditions as the Secretaries consider most appropriate to accomplish the purposes of this Act. During any period in which management responsibilities for any trail segment are transferred under such an agreement, the management of any such segment shall be subject to the laws, rules, and regulations of the Secretary provided with the management authority under the agreement except to such extent as the agreement may otherwise expressly provide.

(2) Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register; Provided, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for the specific area in order to insure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned.

(b) After publication of notice of the availability of appropriate maps or descriptions in the Federal Register, the Secretary charged with the administration of a national scenic or national historic trail may relocate segments of a national scenic or national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that: (i) Such a relocation is necessary to preserve the purposes for which the trail was established, or (ii) the relocation is necessary to promote a sound land management program in accordance with established multiple-use principles: Provided, That a substantial relocation of the rights-of-way for such trail shall be by Act of Congress.

(c) National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts be made to avoid activities incompatible with the purposes for which such trails were established. The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historical areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary: Provided, That the Secretary charged with the administration of such trail shall establish regulations which shall authorize the use of motorized vehicles when, in his judgment, such vehicles are necessary to meet emergencies or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights: Provided further, That private lands included in the national recreation, national scenic, or national historic trails by cooperative agreement of a landowner shall not preclude such owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with regulations to be established by the appropriate Secretary. Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route. Other uses along the historic trails and the Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be permitted by the

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Secretary charged with administration of the trail. The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements. the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established. The appropriate Secretary may also provide for trail interpretation sites, which shall be located at historic sites along the route of any national scenic or national historic trail, in order to present information to the public about the trail, at the lowest possible cost, with emphasis on the portion of the trail passing through the State in which the site is located. Wherever possible, the sites shall be maintained by a State agency under a cooperative agreement between the appropriate Secretary and the State agency.

(d) Within the exterior boundaries of areas under their administration that are included in the right-of-way selected for a national recreation, national scenic, or national historic trail, the heads of Federal agencies may use lands for trail purposes and may acquire lands or interests in lands by written cooperative agreement, donation, purchase with donated or appropriated funds or exchange.

(e) Where the lands included in a national scenic or national historic trail right-of-way are outside of the exterior boundaries of federally administered areas, the Secretary charged with the administration of such trail shall encourage the States or local governments involved (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the national scenic or national historic trail: Provided, That if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary, may (i) enter into such agreements with landowners, States, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (f) of this section: Provided further, That the appropriate Secretary may acquire lands or interests therein from local governments or governmental corporations with the consent of such entities. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired: Provided, That if the Secretary charged with the administration of such trail permanently relocates the right-of-way and disposes of all title or interest in the land, the original owner, or his heirs or assigns, shall be offered, by notice given at the former owner's last known address, the right of first refusal at the fair market price.

(f)(1) The Secretary of the Interior, in the exercise of his exchange authority, may accept title to any non-Federal property within the right-of-way and in exchange therefor he may convey to the grantor of such property any federally owned property under his jurisdiction which is located in the State wherein such property is located and which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. The Secretary of Agriculture, in the exercise of his exchange authority, may utilize authorities and procedures available to him in connection with exchanges of national forest lands.

(2) In acquiring lands or interests therein for a National Scenic or Historic Trail, the appropriate Secretary may, with consent of a landowner, acquire whole tracts notwithstanding that parts of such tracts may lie outside the area of trail acquisition. In furtherance of the purposes of this act, lands so acquired outside the area of trail acquisition may be exchanged for any non-Federal lands or interests therein within the trail right-of-way, or disposed of in accordance with such procedures or regulations as the appropriate Secretary shall prescribe, including: (i) provisions for conveyance of such acquired lands or interests therein at not less than fair market value to the highest bidder, and (ii) provisions for allowing the last owners of record a right to purchase said acquired lands or interests therein upon payment or agreement to pay an amount equal to the highest bid price. For lands designated for exchange or disposal, the appropriate Secretary may convey these lands with any reservations or covenants deemed desirable to further the purposes of this Act. The proceeds from any disposal shall be credited to the appropriation bearing the costs of land acquisition for the affected trail.

(g) The appropriate Secretary may utilize condemnation proceedings without the consent of the owner to acquire private lands or interests, therein pursuant to this section only in cases where, in his judgment, all reasonable efforts to acquire such lands or interest therein by negotiation have failed, and in such cases he shall acquire only such title as, in his judgment, is reasonably necessary to provide passage across such lands: Provided, That condemnation proceedings may not be utilized to acquire fee title or lesser interests to more than an average of one hundred and twenty-five acres per mile. Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act. For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites. Except for designated protected components of the trail, no land or site located along a designated national historic trail or along the Continental Divide National Scenic Trail shall be subject to the provisions of section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f)) unless such land or site is deemed to be of historical significance under appropriate historical site criteria such as those for the National Register of Historic Places.

(h)(1) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of such a trail either within or outside a federally administered area. Such agreements may include provisions for limited financial assistance to encourage participation in the acquisition, protection, operation, development, or maintenance of such trails, provisions providing volunteer in the park or volunteer in the forest status (in accordance with the Volunteers in the Parks Act of 1969 and the Volunteers in the Forests Act of 1972) to individuals, private organizations, or landowners participating in such activities, or provisions of both types. The appropriate Secretary shall also initiate consultations with affected States and their political subdivisions to encourage--

(A) the development and implementation by such entities of appropriate measures to protect private landowners from trespass resulting from trail use and from unreasonable personal liability and property damage caused by trail use, and

(B) the development and implementation by such entities of provisions for land practices, compatible with the purposes of this Act,

for property within or adjacent to trail rights-of-way. After consulting with States and their political subdivisions under the preceding sentence, the Secretary may provide assistance to such entities under appropriate cooperative agreements in the manner provided by this subsection.

(2) Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.

(i) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more $500, or by imprisonment not exceeding six months, or by both such fine and imprisonment. The Secretary responsible for the administration of any segment of any component of the National Trails System (as determined in a manner consistent with subsection (a)(1) of this section) may also utilize authorities related to units of the national park system or the national forest system, as the case may be, in carrying out his administrative responsibilities for such component.

(j) Potential trail uses allowed on designated components of the national trails system may include, but are not limited to, the following: bicycling, cross-country skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long-distance backpacking, snowmobiling, and surface water and underwater activities. Vehicles which may be permitted on certain trails may include, but need not be limited to, motorcycles, bicycles, four-wheel drive or all-terrain off-road vehicles. In addition, trail access for handicapped individuals may be provided. The provisions of this subsection shall not supersede any other provisions of this Act or other Federal laws, or any State or local laws.

(k) For the conservation purpose of preserving or enhancing the recreational, scenic, natural, or historical values of components of the national trails system, and environs thereof as determined by the appropriate Secretary, landowners are authorized to donate or otherwise convey qualified real property interests to qualified organizations consistent with section 170(h)(3) of the Internal Revenue Code of 1954, including, but not limited to, right-of-way, open space, scenic, or conservation easements, without regard to any limitation on the nature of the estate or interest otherwise transferable within the jurisdiction where the land is located. The conveyance of any such interest in land in accordance with this subsection shall be deemed to further a Federal conservation policy and yield a significant public benefit for purposes of section 6 of Public Law 96-541.

STATE AND METROPOLITAN AREA TRAILS

SEC. 8. (a) The Secretary of the Interior is directed to encourage States to consider, in their comprehensive statewide outdoor recreation plans and proposals for financial assistance for State and local projects submitted pursuant to the Land and Water Conservation Fund Act, needs and opportunities for establishing park, forest, and other recreation and historic trails on lands owned or administered by States, and recreation and historic trails on lands in or near urban areas. The Secretary is also directed to encourage States to consider, in their comprehensive statewide historic preservation plans and proposals for financial assistance for State, local, and private projects submitted pursuant to the Act of October 15, 1966 (80 Stat. 915), as amended, needs and opportunities for establishing historic trails. He is further directed in accordance with the authority contained in the Act of May 28, 1963 (77 Stat. 49), to encourage States, political subdivisions, and private interests, including nonprofit organizations, to establish such trails.

(b) The Secretary of Housing and Urban Development is directed, in administering the program of comprehensive urban planning and assistance under section 701 of the Housing Act of 1954, to encourage the planning of recreation trails in connection with the recreation and transportation planning for metropolitan and other urban areas. He is further directed, in administering the urban openspace program under title VII of the Housing Act of 1961, to encourage such recreation trails.

(c) The Secretary of Agriculture is directed, in accordance with authority vested in him, to encourage States and local agencies and private interests to establish such trails.

(d) The Secretary of Transportation, the Chairman of the Interstate Commerce Commission, and the Secretary of the Interior, in administering the Railroad Revitalization and Regulatory, Reform Act of 1976, shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs. Consistent with the purposes of that Act, and in furtherance of the national policy to preserve established railroad rights-of-way for future reactivation of rail service, to protect rail transportation corridors, and to encourage energy efficient transportation use, in the case of interim use of any established railroad rights-of-way pursuant to donation, transfer, lease, sale, or otherwise in a manner consistent with the National Trails System Act, if such interim use is subject to restoration or reconstruction for railroad purposes, such interim use shall not be treated, for purposes of any law or rule of law, as an abandonment of the use of such rights-of-way for railroad purposes. If a State, political subdivision, or qualified private organization is prepared to assume full responsibility for management of such rights-of-way and for any legal liability arising out of such transfer or use, and for the payment of any and all taxes that may be levied or assessed against such rights-of-way, then the Commission shall impose such terms and conditions as a requirement of any transfer or conveyance for interim use in a manner consistent with this Act, and shall not permit abandonment or discontinuance inconsistent or disruptive of such use.

(e) Such trails may be designated and suitably marked as parts of the nationwide system of trails by the States, their political subdivisions, or other appropriate administering agencies with the approval of the Secretary of the Interior.

RIGHTS-OF-WAY AND OTHER PROPERTIES

SEC. 9. (a) The Secretary of the Interior or the Secretary of Agriculture as the case may be, may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national park system and the national forest system, respectively: Provided, That any conditions contain in such easements and rights-of-way shall be related to the policy and purposes of this Act.

(b) The Department of Defense, the Department of Transportation, the Interstate Commerce Commission, the Federal Communications Commission, the Federal Power Commission, and other Federal agencies having jurisdiction or control over or information concerning the use, abandonment, or disposition of roadways, utility rights-of-way, or other properties which may be suitable for the purpose of improving or expanding the national trails system shall cooperate with the Secretary of the Interior and the Secretary of Agriculture in order to assure, to the extent practicable, that any such properties having values suitable for trail purposes may be made available for such use.

(c) Commencing upon the date of enactment of this subsection, any and all right, title, interest, and estate of the United States in all rights-of-way of the type described in the Act of March 8, 1922 (43 U.S.C. 912), shall remain in the United States upon the abandonment or forfeiture of such rights-of-way, or portions thereof, except to the extent that any such right-of-way, or portion thereof, is embraced within a public highway no later than one year after a determination of abandonment or forfeiture, as provided under such Act.

(d)(1) All rights-of-way, or portions thereof, retained by the United States pursuant to subsection (c) which are located within the boundaries of a conservation system unit or a National Forest shall be added to and incorporated within such unit or National Forest and managed in accordance with applicable provisions of law, including this Act.

(2) All such retained rights-of-way, or portions thereof, which are located outside the boundaries of a conservation system unit or a National Forest but adjacent to or contiguous with any portion of the public lands shall be managed pursuant to the Federal Land Policy and Management Act of 1976 and other applicable law, including this section.

(3) All such retained rights-of-way, or portions thereof, which are located outside the boundaries of a conservation system unit or National Forest which the Secretary of the Interior determines suitable for use as a public recreational trail or other recreational purposes shall be managed by the Secretary for such uses, as well as for such other uses as the Secretary determines to be appropriate pursuant to applicable laws, as long as such uses do not preclude trail use.

(e)(1) The Secretary of the Interior is authorized where appropriate to release and quitclaim to a unit of government or to another entity meeting the requirements of this subsection any and all right, title, and interest in the surface estate of any portion of any right-of-way to the extent any such right, title, and interest was retained by the United States pursuant to subsection (c), if such portion is not located within the boundaries of any conservation system unit or National Forest. Such release and quitclaim shall be made only in response to an application therefor by a unit of State or local government or another entity which the Secretary of the Interior determines to be legally and financially qualified to manage the relevant portion for public recreational purposes. Upon receipt of such an application, the Secretary shall publish a notice concerning such application in a newspaper of general circulation in the area where the relevant portion is located. Such release and quitclaim shall be on the following conditions:

(A) If such unit or entity attempts to sell, convey, or otherwise transfer such right, title, or interest or attempts to permit the use of any part of such portion for any purpose incompatible with its use for public recreation, then any and all right, title, and interest released and quitclaimed by the Secretary pursuant to this subsection shall revert to the United States.

(B) Such unit or entity shall assume full responsibility and hold the United States harmless for any legal liability which might arise with respect to the transfer, possession, use, release, or quitclaim of such right-of-way.

(C) Notwithstanding any other provision of law, the United States shall be under no duty to inspect such portion prior to such release and quitclaim, and shall incur no legal liability with respect to any hazard or any unsafe condition existing on such portion at the time of such release and quitclaim.

(2) The Secretary is authorized to sell any portion of a right-of-way retained by the United States pursuant to subsection (c) located outside the boundaries of a conservation system unit or National Forest if any such portion is—

(A) not adjacent to or contiguous with any portion of the public lands; or

(B) determined by the Secretary, pursuant to the disposal criteria established by section 203 of the Federal Land Policy and Management Act of 1976, to be suitable for sale.

Prior to conducting any such sale, the Secretary shall take appropriate steps to afford a unit of State or local government or any other entity an opportunity to seek to obtain such portion pursuant to paragraph (1) of this subsection.

(3) All proceeds from sales of such retained rights of way shall be deposited into the Treasury of the United States and credited to the Land and Water Conservation Fund as provided in section 2 of the Land and Water Conservation Fund Act of 1965.

(4) The Secretary of the Interior shall annually report to the Congress the total proceeds from sales under paragraph (2) during the preceding fiscal year. Such report shall be included in the President's annual budget submitted to the Congress.

(f) As used in this section--

(1) The term "conservation system unit" has the same meaning given such term in the Alaska National Interest Lands Conservation Act (Public Law 96-487; 94 Stat. 2371 et seq.), except that such term shall also include units outside Alaska.

(2) The term "public lands" has the same meaning given such term in the Federal Land Policy and Management Act of 1976.

AUTHORIZATION OF APPROPRIATIONS

SEC. 10. (a)(1) There are hereby authorized to be appropriated for the acquisition of lands or interests in lands not more than $5,000,000 for the Appalachian National Scenic Trail and not more than $500,000 for the Pacific Crest National Scenic Trail. From the appropriations authorized for fiscal year 1979 and succeeding fiscal years pursuant to the Land and Water Conservation Fund Act (78 Stat. 897), as amended, not more than the following amounts may be expended for the acquisition of lands and interests in lands authorized to be acquired pursuant to the provisions of this Act: for the Appalachian National Scenic Trail, not to exceed $30,000,000 for fiscal year 1979; $30,000,000 for fiscal year 1980, and $30,000,000 for fiscal year 1981, except that the difference between the foregoing amounts and the actual appropriations in any one fiscal year shall be available for appropriation in subsequent fiscal years.

(2) It is the express intent of the Congress that the Secretary should substantially complete the land acquisition program necessary to insure the protection of the Appalachian Trail within three complete fiscal years following the date of enactment of this sentence. Until the entire acquisition program is completed, he shall transmit in writing at the close of each fiscal year the following information to the Committee on Energy and Natural Resources of the Senate and the Committee on Interior and Insular Affairs of the House of Representatives:

(A) the amount of land acquired during the fiscal year and the amount expended therefor:

(B) the estimated amount of land remaining to be acquired; and

(C) the amount of land planned for acquisition in the ensuring fiscal year and the estimated cost thereof.

(b) For the purposes of Public Law 95-42 (91 Stat. 211), the lands and interests therein acquired pursuant to this section shall be deemed to qualify for funding under the provisions of section 1, clause 2, of said Act.

(c)(1) There is hereby authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs 5(a)(3), (4), (5), (6), (7), (8), (9) and (10): Provided, That no such funds are authorized to be appropriated prior to October 1, 1978: And provided further, That notwithstanding any other provisions of this Act or any other provisions of law, no funds may be expended by Federal agencies for the acquisition of lands or interests in lands outside the exterior boundaries of existing Federal areas for the Continental Divide National Scenic Trail, the North Country National Scenic Trail, The Ice Age National Scenic Trail, the Oregon National Historic Trail, the Mormon Pioneer National Historic Trail, the Lewis and Clark National Historic Trail, and the Iditarod National Historic Trail, except that funds may be expended for the acquisition of lands or interests therein for the purpose of providing for one trail interpretation site, as described in section 7(c), along with such trail in each State crossed by the trail.

(2) There is hereby authorized to be appropriated for fiscal year 1983 and subsequent fiscal years such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs (9), (10), (11), (12), (13), (15), and (16) of section 5(a) of this Act. Not more than $500,000 may be appropriated for the purposes of acquisition of land and interests therein for the trail designated by section 5(a)(12) of this Act, and not more than $2,000,000 may be appropriated for the purposes of the development of such trail. The administrating agency for the trail shall encourage volunteer trail groups to participate in the development of the trail.

VOLUNTEER TRAILS ASSISTANCE

SEC. 11. (a)(1) In addition to the cooperative agreement and other authorities contained in this Act, the Secretary of the Interior, the Secretary of Agriculture, and the head of any Federal agency administering Federal lands, are authorized to encourage volunteers and volunteer organizations to plan, develop, maintain, and manage, where appropriate, trails throughout the Nation.

(2) Wherever appropriate in furtherance of the purposes of this Act, the Secretaries are authorized and encouraged to utilize the Volunteers in the Parks Act of 1969, the Volunteers in the Forests Act of 1972, and section 6 of the Land and Water Conservation Fund Act of 1965 (relating to the development of Statewide Comprehensive Outdoor Recreation Plans).

(b) Each Secretary or the head of any Federal land managing agency, may assist volunteers and volunteers organizations in planning, developing, maintaining, and managing trails. Volunteer work may include, but need not be limited to--

(1) planning, developing, maintaining, or managing (A) trails which are components of the national trails system, or (B) trails which, if so developed and maintained, could qualify for designation as components of the national trails system; or

(2) operating programs to organize and supervise volunteer trail building efforts with respect to the trails referred to in paragraph (1), conducting trail-related research projects, or providing education and training to volunteers on methods of trails planning, construction, and maintenance.

(c) The appropriate Secretary or the head of any Federal land managing agency may utilize and make available Federal facilities, equipment, tools, and technical assistance to volunteers and volunteer organizations, subject to such limitations and restrictions as the appropriate Secretary or the head of any Federal land managing agency deems necessary or desirable.

SEC. 12. As used in this Act:

(1) The term 'high potential historic sites' means those historic sites related to the route, or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use. Criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.

(2) The term 'high potential route segments' means those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route.

(3) The term 'State' means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, the Trust Territory of the Pacific Islands, the Northern Mariana Islands, and any other territory or possession of the United States.

(4) The term 'without expense to the United States' means that no funds may be expended by Federal agencies for the development of trail related facilities or for the acquisition of lands or interest in lands outside the exterior boundaries of Federal areas. For the purposes of the preceding sentence, amounts made available to any State or political subdivision under the Land and Water Conservation Fund Act of 1965 or any other provision of law shall not be treated as an expense to the United States.

APPENDIX B: HISTORIC SITES AND SEGMENTS ALONG THE SANTA FE TRAIL

The following list briefly describes the 164 significant sites along the Santa Fe National Historic Trail, and it identifies which sites are listed on the National Register of Historic Places (NR) or have been designated as national historic landmarks (NHL). The sites are numbered from Old Franklin to Santa Fe by way of the Cimarron cutoff and then returning by way of the Mountain branch. The approximate locations of sites are shown on the Historic Route map. Cross-country segments are listed in table B–1.

MAIN TRAIL SITES

Missouri Sites

1. **Old Franklin Site.** The site of Old Franklin is north of the Missouri River and about 0.5 mile west of the Boonville bridge on Missouri Highway 87. Old Franklin was the town where William Becknell and his party started out for Santa Fe in 1821, returning with substantial profits and signaling the opening of the Santa Fe Trail. Old Franklin was washed away by the Missouri River in 1826-27. The historic site is now north of the present river channel.

2. **Boone's Lick.** Boone's Lick is a Missouri state historic site north of Petersburg. The salt lick or natural saltwater spring was the primary salt producer for settlements along the Missouri River from 1805 until the 1930s. Nathan and Daniel Morgan Boone, sons of Daniel Boone, developed this economic resource. William Becknell was associated with salt production. Even though the Santa Fe Trail extended to the Boone's Lick site, the eastern terminus of the Santa Fe Trail is considered to be Old Franklin. (NR)

3. **Santa Fe Spring.** Santa Fe Spring is near Arrow Rock, Missouri. Also known as Big Spring, early traders – including William Becknell – used this spring as a rendezvous point to organize wagon trains for the trip to Santa Fe. (NHL) (NR)

4. **Arrow Rock.** Arrow Rock is the name of a bluff on the south side of the Missouri River that was used as a landmark. The Lewis and Clark expedition passed by here in 1804. About 1808 a ferry across the river was established, leading from the Boone's Lick Road to what was originally the Osage Trace to Fort Osage (the route later followed by the Santa Fe Trail). The town of Arrow Rock formed in the early decades of the 19th century and was a significant site on the Santa Fe Trail, but several town sites were associated with the trail from the 1830s on. (NHL) (NR)

5. **Arrow Rock Landing.** The Arrow Rock landing, located near the town of Arrow Rock, was in use from sometime around 1808 until well into the 20th century. Ruts of the road from the landing to the community of Arrow Rock may still be identified. (NHL) (NR)

6. **Huston Tavern.** Huston Tavern is in Arrow Rock. The tavern, which is on the south side of Main Street in the center of town, was built about 1834 by Joseph Huston. It is known to have been visited by notable Santa Fe Trail travelers. Stone curbs and gutters, of the kind cut and laid by slaves, line the street in front of the tavern. (NHL)

7. **Neff Tavern Site.** Located northwest of Arrow Rock, the Neff Tavern site can be reached by taking Missouri 41 northwest for 4.9 miles to where it crosses a small bridge, then 0.5 mile past that bridge to a gravel road. After turning left onto the gravel road and traveling for another 0.5 mile to a farmhouse, visitors can find the tavern site. Isaac Neff built a log tavern at this point on the Santa Fe Trail in 1837. The trail went between the tavern and the barn (a later stage station), skirted the family cemetery, and continued to the northwest. The tavern was torn down in 1890.

The only remaining original structure is the stone smokehouse at the left rear of the brick residence. (NR)

8. **Tabo Creek Crossing.** The Tabo Creek crossing is south of the Missouri River, 8 miles east of Lexington, Missouri, and within sight of US Highway 24. As a major tributary on the south bank of the Missouri River, Tabo Creek presented an obstacle to travelers on both the Osage Trace and Santa Fe Trail routes. Even though little evidence remains of this crossing point today, the area is locally rumored to have been the site of a large campsite and ferry used by westward travelers on the Santa Fe Trail.

9. **Fort Osage.** Located near Sibley, Missouri, 14 miles northeast of Independence, Fort Osage was built on the bank of the Missouri River so that the river could be used both for transit and protection. The fort was a frontier military installation and served as the westernmost U.S. fur-trading center from 1808 to 1822. It was also the trade center for the Osage Indians and other regional tribes. Fort Osage became a significant point on the Santa Fe Trail, serving as the staging point for William Becknell's first wagon train in 1822. The fort became the transition point between overland trade routes to the southwest and waterborne commerce routes on the Missouri River to the east. The official U.S. government survey of the Santa Fe Trail in 1825-27 began at the Fort Osage military reservation and used it as the beginning point in referring to places and distances along the trail route. Many of these names endure today, such as 110 Mile Creek and 142 Mile Creek. Fort Osage lasted for a few years as the embarkation point for westward travel on the Santa Fe Trail, but it was soon succeeded by Independence. (NHL)

10. **Little Blue River Crossing.** The crossing of the Little Blue River is near the site where the Blue Mills were later located. This was a major river crossing for Santa Fe Trail travelers.

11. **Blue Mills.** The site of the Blue Mills, which contains some masonry work, can still be identified. This waterpowered mill, owned and operated by the Aull brothers, ground grain for merchants on the Santa Fe Trail. The site also served as the staging area for some wagon trains in the early days of the Santa Fe Trail.

12. **Blue Mills Landing.** The Blue Mills landing is a short distance downriver (east) from the Wayne City landing and predates it. This landing was also used by Santa Fe Trail traders and was the site of the Blue Mills and mercantile business on the trail.

13. **Kritser House.** The Kritser house is at 115 East Walnut in Independence. Martin Kritser is reported to have built the home in 1847 with profits made from the Santa Fe trade. The residence is now privately owned. (NR)

14. **Rock Creek Crossing.** The Rock Creek crossing is a natural rock crossing on the Santa Fe Trail in Independence.

15. **McCoy House.** The McCoy house is at 410 West Farmer Street in Independence. This house was the residence of William McCoy, who arrived in Independence in 1838 and became the town's first mayor in 1849. McCoy was heavily involved in the Santa Fe trade, government freighting, and a stagecoach line. The rear wing of this two-story brick house was built for Samuel C. Owens, also a well-known Santa Fe outfitter and trader, about 1840. The main section of the house dates from 1856.

16. **Independence (Wayne City) Landing.** The Independence landing site is on the south bank of the Missouri River, approximately 3 miles north of Courthouse Square in Independence. This was a major riverboat landing site used by Santa Fe traders from the late 1820s to the 1850s. Trade goods were unloaded from riverboats onto wagons, which then had to be pulled up the steep bluffs along the Missouri River to the town, where the wagon trains were organized.

17. **Big Blue River Crossing.** The actual crossing site of the Big Blue River near old US Highway 40 is no longer visible. Those who went to New Santa Fe crossed at the Red Bridge

crossing, and those who went to Westport crossed at the Big Blue crossing. The ruts made from the wagon traffic at this crossing are still visible.

18. Rice Farm. At 8801 East 66th Street in Raytown, Missouri, is the farmhouse of Archibald Rice. The house was built in the late 1830s, and a portion of the structure is original. The Santa Fe Trail passed just north of this house, and travelers often stopped for home-cooked meals and to purchase produce. West of the farmhouse is a log structure, popularly known as Aunt Sophie's cabin. Now restored, the cabin was reportedly built by Rice in 1837 as one of several slave quarters.

19. Cave Spring. Cave Spring is southwest of the intersection of Gregory Boulevard and Blue Ridge Boulevard on the site of Klein Park in Raytown. This spring is thought to have been used by Santa Fe traders because of its proximity to the major trail route. (NR)

20. Red Bridge Crossing. The Red Bridge crossing is in Minor Park in Kansas City, Kansas. Some excellent trail ruts exist in Minor Park.

21. Harris House. The Harris house was built by Santa Fe trader John Harris in 1855 at Westport Road and Main Street and was moved to its present location at 4000 Baltimore in 1922. Still located within the confines of the Old Historic Westport District, the Harris house now serves as a museum and as headquarters for the Westport Historical Society.

22. Ewing-Boone Store. The Ewing-Boone store, at the corner of Westport Road and Penn, was constructed in 1850-51 by William and George Ewing, who were licensed traders with the Shawnee Indians just across the border in Kansas. The store was sold to Albert G. Boone in 1854, the same year Kansas became a territory and the Shawnee Reservation was terminated. This building remains today at its original location. In 1988 the structure was being used as a bar.

23. Jim Bridger's Store. Jim Bridger's store was built just west of the Ewing-Boone store, on Westport Road. It was built in 1850 by Cyprien Chouteau, who sold it to Jim Bridger in 1866. Bridger operated a store in the building for several years. The building remains today, but it has been altered considerably to serve its current use as a restaurant.

24. William Bent House. The William Bent house is at 1032 West 55th Street, behind the Seth Ward house, in Kansas City, Missouri. William Bent, who later built Bent's Fort in partnership with his brother Charles and Ceran St. Vrain, lived here for a time.

25. Westport Landing. The Westport landing is in Kansas City, Missouri, where Grand Avenue meets the southern bank of the Missouri River just below the mouth of the Kansas River. The historic landing itself has been obliterated by modern developments, but its overall use remains that of a river port. The town of Westport, 3 miles south of the Westport landing, has long since been incorporated by Kansas City, but it remains defined by the Old Historic Westport District and includes the historic buildings that are associated with the Santa Fe Trail. Westport was the major point of embarkation on the Santa Fe Trail from the late 1840s to the early 1850s, replacing the town of Independence in that role. Only Fort Leavenworth rivaled Westport as the point of origination of wagon trains for travel to Santa Fe after 1850.

26. New Santa Fe. New Santa Fe is now at the southern edge of the Kansas City metropolitan area, west of the intersection of Holmes and Santa Fe Trail Street and behind the present Santa Fe Bible Church. New Santa Fe grew up at the western edge of Missouri in the vicinity of the Big Blue campsite and the Red Bridge crossing, approximately 3 miles southwest of the Blue River. Trading stores were established here, especially to sell liquor, which was prohibited in the Indian lands west of Missouri. There also was a Santa Fe Trail stage station at this site in the 1850s. A cemetery and historical marker (located behind the church) are all that remain of this site today. It was never a large settlement.

27. Watts' Mill Site. The site of Watts' Mill is on Indian Creek one block east of State Line Road on 103rd Street in southern Kansas City, Missouri, and behind the present-day Watts' Mill shopping center. The Fitzhugh Mill was erected at this site in 1832, and Santa Fe Trail wagon trains sometimes rendezvoused at this site, where there was plenty of water and grazing for livestock. Anthony Watts purchased the mill in 1850 and operated it in later Santa Fe Trail days. Some of the grain ground at this mill was undoubtedly used to supply traders on the trail. Some foundations and the millstones remain today, and plans are underway to reconstruct the mill.

28. Alexander Majors House. The Alexander Majors house was built in 1855 on the east side of State Line Road near 85th Street in Kansas City, Missouri. Majors was the leading freighter on the Santa Fe Trail from 1848 to the Civil War, being the major contractor for military freight on the route. In partnership with William Russell and William Waddell, Majors sent thousands of wagons over the trail. The house has been restored as a museum. Majors later founded the Pony Express. (NR)

Kansas Sites

29. Shawnee Mission. The Shawnee Methodist Indian Mission is at Mission Road and 53rd Street in Mission, Kansas, just a few blocks west of State Line Road. Begun in 1829, the mission is near a branch of the Santa Fe Trail originating in Westport. Three of the original brick mission buildings are now owned by the Kansas State Historical Society and operated as a museum. Trail ruts are still visible to the north of these buildings. Although the mission itself had no direct tie to the Santa Fe Trail, travelers often mentioned the mission and the Shawnee Indians on whose reservation it stood. (NHL)

30. Grinter House and Ferry. The Grinter house and ferry sites are east of the city of Bonner Springs on Kansas Highway 32. The first ferry across the Kansas River was started in this vicinity in 1830 or 1831 by Moses Grinter, and it was used by Fort Leavenworth troops to reach the Santa Fe Trail and the Fort Gibson–Fort Leavenworth military road. The two-story brick house was built by Moses Grinter on the northern bluff above the Kansas River in the late 1850s. Today this house is fully restored and serves as a museum. In the 1850s the stagecoach line from Independence to Fort Leavenworth and beyond also crossed the river on the Grinter ferry. The site of the ferry can still be viewed from the Grinter house, although its precise location is not known.

31. Mahaffie Farmstead. The Mahaffie farmstead is on the north edge of the city of Olathe at 1100 Kansas City Road. The farmstead was a stage station on the road from Westport, and dinners were served in the basement of the house. The two-story native limestone house was constructed in 1865 and is the only known Santa Fe Trail stage station that is open to the public. (NR)

32. Lone Elm Campground. The Lone Elm campground is 3 miles south of Olathe on Lone Elm Road, on the main branch of the Santa Fe Trail. Originally known as Round Grove or Elm Grove because of a grove of trees, the campground was a major campsite for travelers on the Santa Fe Trail, who eventually cut down all the trees except one for firewood, resulting in its name "Lone Elm." The last tree was also finally cut down, but the name endured.

33. Fort Leavenworth. Fort Leavenworth is northwest of Kansas City at the north edge of the city of Leavenworth and adjacent to the Missouri River. Built in 1827, Fort Leavenworth housed the military troops that were sent to protect the Santa Fe Trail until other forts were built along the route. The fort served as the command headquarters for all the troops serving along the trail from the Mexican War until the trail closed in 1880. From this post marched the Army of the West, which peacefully occupied the Southwest during the Mexican War, and the Mormon Battalion, which followed it to California. Fort Leavenworth was a key military installation during the Civil War and the Indian wars, both of which affected the Santa Fe Trail. The fort served as the shipping point for military freight over the trail. After 1846 more freight was shipped from Fort

Leavenworth to the southwest than from any other point. Fort Leavenworth is still an active U.S. Army post. (NHL)

34. Fort Leavenworth River Landing. The river landing at Fort Leavenworth was the point at which military supplies were unloaded from steamboats and onto wagons for transit to large warehouses near the river. The landing has been changed dramatically due to changes in the channel and flow of the Missouri River, but the remains of one warehouse and well-defined trail ruts can still be seen today. (NHL)

35. Fort Leavenworth Parade Ground. The Fort Leavenworth parade ground is within the fort proper. Here expeditions and wagon trains were formed for the trip to Santa Fe. Several old buildings remain near the parade ground. (NHL)

36. Fort Leavenworth Officers' Row. The Fort Leavenworth officers' row is near the parade ground. Several old buildings remain, including the Rookery, which was built in 1832 and served as officers' quarters and headquarters during the Santa Fe Trail era. Built in 1832, the Rookery is the oldest building now in use in Kansas. (NHL)

37. Santa Fe / Oregon Trail Junction. The junction of the Santa Fe Trail and the Oregon Trail is approximately 2 miles west of the town of Gardner on US Highway 56, and 0.25 mile to the north. At this point the Santa Fe and Oregon trails separated after following the same route from Independence, Missouri. In the 1840s a sign, which said "Road to Oregon," was erected at this site.

38. The Narrows. Just east of Baldwin City, Kansas, is an area known as The Narrows, which is essentially a ridge or divide that separates the waters of the Wakarusa River on the north from those of the Marais de Cygnes River on the south. This route was the easiest for Santa Fe Trail wagons during dry weather, but wagons would become mired to their axles in mud when it was wet. Merely a hump of high ground, this area is barely distinguishable as a geographic feature today.

39. Palmyra Well. The Palmyra well is within present-day Baldwin City, Kansas, to the east of the high school. The community of Palmyra grew along the Santa Fe Trail in the 1850s, and the well provided water for trail travelers and their livestock. Palmyra has long since been absorbed into Baldwin City, but its presence on the Santa Fe Trail has been commemorated with markers nearby, and the well is identified today as the Santa Fe well.

40. Blue Mound. Blue Mound is approximately 3 miles south of Lawrence, Kansas. This prominent hill, which is south of the Kansas River, served as a landmark for travelers on their way to the Santa Fe Trail along the 1846 military road from Fort Leavenworth. Blue Mound is the larger and most prominent of two hills that are sometimes referred to as the Wakarusa Buttes.

41. Simmons Point Stage Station. The Simmons Point stage station is north of US Highway 56 and 12 miles west of Baldwin City. The stage station itself remains today as part of a privately owned farmhouse that has been abandoned. The station was operated by Phillip and Elmira Dodder Simmons, but its actual dates of operation are unknown.

42. McGee-Harris Stage Station. The McGee-Harris stage station is about 1 mile south of US Highway 56 on the east bank of 110 Mile Creek and east of Burlingame, Kansas. This stage station was started in the 1850s by Fry McGee, who also erected a toll bridge over 110 Mile Creek here. McGee's son-in-law, named Harris, built a residence and store nearby, and following the death of McGee, he operated the station from 1861 to 1866, when this segment of the trail closed. Crumbled building remains are all that are left today of the stage station, residence, and store.

43. Switzler Creek Crossing. The Switzler Creek crossing is at the eastern edge of the town of Burlingame, Kansas, very near the present-day Kansas Highway 31 bridge. A toll bridge was operated here from 1847 to the 1860s, and it was at Burlingame that the Atchison, Topeka and Santa Fe Railway made its first contact with the Santa Fe Trail in 1869.

44. **Dragoon Creek Crossing.** The Dragoon Creek crossing is 3 miles northwest of Burlingame and north of Kansas Highway 31. This site is a natural rock crossing point on Dragoon Creek. The creek itself is reported to have been named after a troop of dragoons (mounted infantry) who came over the Santa Fe Trail in the 1850s. This natural crossing still appears as it did in the trail days.

45. **Havana Stage Station.** The Havana stage station is about 1 mile west of Dragoon Creek and just south of Kansas Highway 31. Reportedly built in 1858, this station was complemented by a store and a hotel. Today the hotel and store are gone, and only the remains of the stage station are discernible.

46. **Samuel Hunt Grave.** The Samuel Hunt grave is just north of Kansas Highway 31 and about 0.5 mile west of the Havana stage station site. Private Samuel Hunt, U.S. Army Dragoons, served with Colonel Henry Dodge's Rocky Mountain expedition in 1835 and died at this location on the return march to Fort Leavenworth. This is the earliest known gravesite of a soldier on the Santa Fe Trail.

47. **Soldier Creek Crossing.** The Soldier Creek crossing is southwest of the Samuel Hunt grave, where visible Santa Fe Trail ruts lead to the creek. This creek is reportedly named after an Army unit that suffered heavy losses from cholera at this location in 1851.

48. **Council Oak.** The Council Oak site is in the eastern part of the town of Council Grove, Kansas, on US Highway 56. Under this oak tree it is believed that a treaty was negotiated with the Osage Indian tribe in 1825 for safe passage by the official survey party that marked the Santa Fe Trail. The tree itself was destroyed by a storm several years ago, but the stump remains under a protective canopy. (NHL)

49. **Post Office Oak.** The Post Office Oak is in the eastern part of Council Grove on present-day US Highway 56. This oak tree had a hole in its base that was used as a cache for mail. Letters were placed in the tree by travelers and picked up by those going in the opposite direction for delivery. This 'post office' was used by trail travelers from the 1820s to about 1847, when Seth Hays established a trading store at this site. Today only a portion of this tree still stands. (NHL)

50. **Neosho River Crossing.** The Neosho River crossing is just north of the US Highway 56 bridge over the Neosho River at Council Grove. This was an important river crossing on the Santa Fe Trail. The steep banks and high water sometimes made crossings difficult.

51. **Hays House Restaurant.** The Hays House Restaurant is on Main Street in Council Grove. Seth Hays came to Council Grove in 1847 to trade with the Kansas Indians, whose reservation was nearby. He originally built a log store, but replaced it in 1857 with a larger building. It is that replacement store that has been remodeled as the Hays House Restaurant. Some of the original timbers may be seen in the basement. The building has seen many uses, including as a general store, hotel, saloon, and courthouse. The restaurant claims to be the oldest restaurant west of the Missouri River. (NHL)

52. **Conn Store.** The Conn store is in Council Grove on the south side of US Highway 56 (Main Street) at Neosho Street, in the town's business district. This store was considered to be the most important trading store in Council Grove during the Santa Fe Trail era. The building was erected in 1858, and although much altered from its original state, it is still in use by a local business today.

53. **Seth Hays House.** The Seth Hays house is in Council Grove about two blocks south of Main Street (US Highway 56). Built in 1866, this home was lived in by Seth Hays, his maid, and

his adopted daughter. This home is important because of Hays's prominence in Council Grove and his connection with the Santa Fe traders. It is one of the few trail homes in the area that has been preserved in nearly original condition, and it is currently operated as a museum. (NHL)

54. **Kaw Mission.** The Kaw Mission is on the northern edge of the town of Council Grove. Built about 1850 as a school for Kansa Indian children, it became a school for white children when the Indians refused to send their children to classes there. It was the first all-white school in Kansas. Today the building is one of the oldest buildings still standing in this part of Kansas and is operated by the Kansas State Historical Society as a museum.

55. **Hermit's Cave.** Hermit's Cave is two blocks north of US Highway 56 (Main Street) on Belfry Street in Council Grove. On this site is a small cave that was reportedly the home of an Italian priest, Giovanni Augustini, during the few months before he traveled to New Mexico on the Santa Fe Trail.

56. **Last Chance Store.** Last Chance Store is west of the Council Grove business district on the north side of US Highway 56. This store was the most famous, but not the largest, trading store in Council Grove during the trail era. Built in 1857, the privately owned building remains today in a nearly original state. (NHL)

57. **Diamond Spring.** Diamond Spring is near the ranch house of the Diamond Spring Ranch southwest of Council Grove. This site was a campsite favored by Santa Fe Trail travelers because of the high-quality springwater. It was known during the trail era as the "Diamond of the Plains." A stage station and small settlement grew up here prior to the Civil War, but these were destroyed in a raid by Missouri bushwhackers, led by Dick Yeager, in 1863. The station was never rebuilt, but Diamond Spring continued to be a valuable water source and popular campsite as long as the trail was active in this vicinity.

58. **Six Mile Creek Crossing and Stage Station Site.** The Six Mile Creek crossing and stage station site are on the road that runs south from US Highway 56 toward the town of Burdick, Kansas, and just south of the bridge over Six Mile Creek. Six Mile Creek was named because it is 6 miles from Diamond Spring. The importance of this site is not the creek crossing, which was not considered a difficult one, but for its stage station, which opened about 1863 after the Diamond Spring station was destroyed. The station was in use until 1866 or 1867, when the stage line moved to Junction City, Kansas, because of railroad construction. A ranching operation was headquartered at this site after the station was abandoned, and the station building served as the ranch house until after the turn of the century. Today only the basement walls and some debris from the upper stories can be seen, with some trail ruts nearby.

59. **Lost Spring.** Lost Spring is 2.3 miles west of the town of Lost Springs on the north side of a paved road. Lost Spring was a valuable source of water for trail travelers and was also used for a trading ranch, stage station, and campground. The spring still flows today, and wagon ruts are visible near the crossing of the small creek on the south side of the paved road. (NR)

60. **Cottonwood Creek Crossing.** The Cottonwood Creek crossing is about 1 mile west of the town of Durham, Kansas. This site was a major campsite on the Santa Fe Trail, but was widely known as a difficult crossing because of the steep banks and occasional high water. There were several instances when wagon trains were caught here by blizzards and suffered losses of both livestock and human lives. This was also the site of a stage station and the largest trading ranch west of Council Grove on the trail. George Smith started the stage station and trading ranch about 1858, and this site became the first post office in Marion County. A. A. and Ira Moore bought the property in 1859 and operated it until the railroad came to the area in 1870-71. Today nothing remains of the crossing or the ranch, but a few wagon ruts may still be seen northeast and southwest of Cottonwood Creek.

61. **Ed Miller Grave.** The Ed Miller grave is in Jones Cemetery, which is 2.25 miles east and 0.5 mile north of Canton, Kansas. In 1864, 18-year-old Ed Miller was killed by the Cheyenne

Indians as he rode to warn residents at a trading ranch that Indians were raiding in the area. He was buried near the site of his death, and the site became a cemetery after the area was settled. This is one of the few marked graves of an Indian victim along the Santa Fe Trail.

62. 1825 Kaw Treaty Site. The site of the 1825 Kaw Treaty is 1 mile west of Elyria, Kansas, just north of a gravel road (FAS 445) and east of Dry Turkey Creek. In 1825 the Santa Fe Trail survey commissioners met at this site with members of the Kansa or Kaw Indian tribe and negotiated permission for the trail to pass through the Indian lands (just as they had at Council Grove).

63. Camp Grierson. Camp Grierson is south of the lower crossing of the Little Arkansas River and south of the present-day county road. The camp was established in the summer of 1865 to protect the crossings and the trading ranch there during a period of Indian unrest. The camp was manned once more in 1867 by one company from the black regiment of the 10th Cavalry. It was at this time that the troops established a more permanent position and named it Camp Grierson. After several months the troops were withdrawn. Some of the earthworks of the camp are still visible south of the county road on the east side of the river.

64. Stone Corral Site. The stone corral site is on the south side of the lower crossing of the Little Arkansas River, just north of the existing county road. This corral was probably the most famous structure at the crossings and was built in connection with the trading ranch and stage station there. Stone for the corral was quarried 2 miles away. The corral was used from the early 1860s until after the Santa Fe Trail was abandoned. At some later time the stone walls were dismantled, and the stone was used for construction at other locations. Today no trace remains of the corral.

65. Little Arkansas River Crossings. The two crossings of the Little Arkansas River are 5 miles south of US Highway 56 on county road 443 on the McPherson-Rice county line, and then 0.5 mile west. The upper crossing is marked by a cottonwood (the "Marker Cottonwood"), which still stands and is surrounded by wagon ruts from the Santa Fe Trail caravans. The lower crossing is no longer visible. Stones were placed in the river bottom of the upper crossing to provide a firm surface for the wagons. A toll bridge was built at the lower crossing in the late 1850s or early 1860s, and the areas on both sides of the river were popular campsites for trail travelers.

66. Jarvis (Chavez) Creek Crossing. The exact location of the Jarvis (Chavez) Creek crossing is not known, but it is generally east of Lyons, Kansas, and west of the Arkansas River along Jarvis Creek in Rice County. This site is important because Antonio Jose Chavez, a Hispanic trader, was murdered here in 1843. This murder became an international incident, with ramifications in Washington, D.C., and Mexico City. It contributed to the atmosphere that precipitated the Mexican War a few years later.

67. Buffalo Bill's Well. Buffalo Bill's well is 4 miles west of Lyons, on US Highway 56 and then 1 mile south on a gravel road. At this point two gravel roads intersect, and the well is in the northwest quadrant of that intersection, very near the road. The well was originally dug to serve the Beach ranch at Cow Creek crossing, providing water for livestock as well as for travelers on the Santa Fe Trail. Sometime after 1860 William Mathewson, who was locally known as Buffalo Bill, purchased the Beach ranch (also called the Cow Creek ranch) and operated it until 1866. (Mathewson was known as Buffalo Bill because he helped supply buffalo meat to starving settlers during the severe drought of 1859-60).

68. Cow Creek Crossing. The Cow Creek crossing is 4 miles west of Lyons on US Highway 56, 1 mile south on a gravel road, and then west to a bridge over Cow Creek. Cow Creek was an important campground and crossing where a trading ranch and stage station developed in 1858. The ranch and stage station were built east of the crossing by Asahel and Abijah Beach in 1858. A well was dug at approximately the same time to provide water for livestock and for travelers on the Santa Fe Trail. A bridge was built over Cow Creek in 1859. The present bridge is believed to be near the site of the original, which was reportedly just north of the old crossing of Cow Creek.

69. Plum Buttes. The Plum Buttes are 4 miles west of Chase, Kansas, on US Highway 56, 1 mile north on a gravel road, and then 1 mile west. Plum Buttes referred to several very large sand dunes that were covered by plum bushes. These highly visible dunes became landmarks for travelers on the Santa Fe Trail, who sought to avoid the soft, sandy, and nearly impassable soils along the Arkansas River. Plum Buttes was a favorite nooning spot on the trail, and because it was the only landmark in the vicinity, it was often used as a reference point to delineate the location of significant events. Thus, the 1867 massacre at Ralph's Ruts, 1 mile east, is known as the Plum Buttes Massacre. Today there are only small remnants of these dunes.

70. Allison-Peacock Trading Post Site. The Allison Peacock trading post site is 2 miles east of Great Bend, Kansas, on US Highway 56, at the site of the Walnut Creek crossing. William Allison and Francis Booth opened the trading post in 1855, in the heart of Indian lands. Soon they added a toll bridge at the crossing to accommodate Santa Fe Trail travelers. Booth was killed by an outlaw in 1857. Allison died while on a trading trip to Missouri in 1859. George Peacock took over the post and traded with the travelers and Indians until his death in 1860. The trading post was then bought by Charles Rath, who operated it until 1867, when the Army ordered him from the place for supplying arms and ammunition to the Indians. A few months later, the Indians burned the ranch. Today the excavated foundations of the trading ranch are all that remain.

71. First Fort Zarah Site. The first Fort Zarah was established in 1864 to help protect mail service on the Santa Fe Trail. The fort was about 200 yards west of the trading ranch on the east side of Walnut Creek and north of the crossing toll bridge. This was also at or near the point where the Fort Harker–Fort Riley military road met the Santa Fe Trail. The mail station and corrals were on the west side of Walnut Creek, across the creek from the fort.

72. Second Fort Zarah Site. The second Fort Zarah site is on the north side of US Highway 56, about 2 miles east of Great Bend, Kansas, and about 0.5 mile east of the roadside park. This second fort was built in 1867, about 0.5 mile north of the first one. This was a more permanent post, comprised of a large stone building with quarters for officers and troops, kitchens and mess halls, storerooms, and other functions. This post was abandoned in 1869, when it was felt that the Indian threat was not sufficient to warrant a second post so close to Fort Larned. The foundations of this structure have been excavated.

73. Walnut Creek Crossing (Barton County, Kansas). The Walnut Creek crossing is about 2 miles east of Great Bend and south of US Highway 56. The crossing included a trading ranch, toll bridge, and military post. When the creek flooded, wagon trains would camp on its banks for days waiting to cross. It was one of the first streams in the region to have a toll bridge. (NR)

74. Pawnee Rock. Pawnee Rock is 0.5 mile north of US Highway 56 on the north edge of the town of Pawnee Rock, Kansas. Pawnee Rock was the best known natural feature along the Santa Fe Trail in Kansas. Although some of the rock was removed by settlers and the railroads for construction materials, it is still possible to experience the panoramic views across the prairie from this relatively high landmark. (NR)

75. Ash Creek Crossing. The Ash Creek crossing is 5 miles southwest of Pawnee Rock. This was not a difficult crossing, but nonetheless it developed into a campsite for Santa Fe Trail travelers. This site is historically significant because Susan Shelby Magoffin's carriage upset here and she later miscarried as a result of the accident.

76. Pawnee Fork Crossings. There were two crossings of the Pawnee Fork. One was on the south edge of the town of Larned, Kansas, and the other on the west edge on the present-day Larned State Hospital grounds. The southern crossing is no longer visible, but the western or dry route crossing may still be seen and crossed by means of a small bridge. The dry route crossing was difficult at times, and a campsite developed for travelers to wait for ideal crossing conditions.

A mail and stage station was located at this crossing in 1859, and this led to the establishment of Fort Larned.

77. **Fort Larned National Historic Site.** Fort Larned National Historic Site is on US Highway 156, 8 miles west of Larned. Active from 1859 to 1878, Fort Larned was one of the major military installations on the Santa Fe Trail (only Fort Union in New Mexico was larger). Nine of the ten original stone buildings remain today, and the tenth was reconstructed in 1988. This is one of the best-preserved frontier military posts in the American West, as well as on the entire Santa Fe Trail. The fort is being restored, with portions devoted to a museum and interpretive center. (NHL)

78. **Coon Creek Crossing.** The Coon Creek crossing is just north of US Highway 56, about 1.5 miles west of the town of Garfield, Kansas. Wagon ruts are still visible as cut-downs on the north bank of the creek.

79. **Walnut Creek Crossing (Rush County, Kansas).** The Walnut Creek crossing at this site (section 20, T18S, R20W) was a difficult one. A bridge and trading ranch were established here, but the first owner and builder remain unknown. Alexander Harvey, a former soldier, was the recorded owner and operator by the early 1870s. He also had a "fort" or stockade for protection, and he operated a toll bridge. The town of Alexander developed around his trading ranch. A state marker is at the site.

80. **Black Pool.** The Black Pool is about 4 miles east of Ford, Kansas (1 mile north on Kansas 154, across the Arkansas River, 3.5 miles east on the first gravel road for about 3.5 miles, and then 0.5 mile south to a pasture). The well-preserved pool is about 0.25 mile into the pasture, and is beside the Santa Fe Trail route and near the Arkansas River. There are well-defined trail ruts nearby. The Black Pool is a spring whose water appears to be black when viewed from above. Many inscriptions have been left in the rock ledge above the pool, including one that states "BLACK POOL US POST 1843," although its authenticity has not been established. This pool is not identified in any Santa Fe Trail literature nor is it identified in military records, but the location matches that of an incident in 1843 when U.S. troops commanded by Philip St. George Cooke captured the Texan Snively expedition.

81. **Duncan's Crossing.** Duncan's Crossing is 5.4 miles north of US Highway 156 in Hodgeman County, Kansas (section 8, T21S, R21W), on the Fort Hays to Fort Dodge road. This site was also a trading ranch and toll bridge site. The crossing was built and developed by John O'Laughlin in 1869 and later sold to George Duncan. Ruts made by Santa Fe Trail wagon traffic can still be seen.

82. **Lower (Cimarron) Crossing.** The Lower (Cimarron) Crossing of the Arkansas River is near where Kansas Highway 154 crosses the river about 1 mile north of Ford. This stream crossing was used by some early wagon trains on the Santa Fe Trail, and was one of several crossings from the Arkansas to the Cimarron River across the area known as the Cimarron Desert or *La Jornada*. There is evidence that this was an ancient river crossing used by Indians in prehistoric times. The Lower Crossing was not used much after the 1830s because the route was shorter by way of the Middle and Upper crossings. Also, the dry route from Pawnee Rock to Fort Dodge reached the Arkansas River west of this crossing.

83. **Sawlog Creek Crossing.** The Sawlog Creek crossing was on the Fort Hays to Fort Dodge road. It is on the Warner ranch, about 15 miles northeast of Dodge City (section 6, T25S, R23W). There are well-defined wagon ruts on both sides of the crossing.

84. **Fort Dodge.** Fort Dodge is about 2.5 miles east of Dodge City on Kansas Highway 154. Fort Dodge was founded in 1865 to help protect a long section of the Santa Fe Trail, and it served that function until 1882. The fort site had been previously used as a campsite by trail travelers because the wet and dry routes rejoined at this point. A stage station preceded the fort, but it was burned by Indians. The Fort Dodge troops were also charged with the protection of stagecoaches, mail, and railroad construction crews. Several buildings remain to illustrate Army life

along the Santa Fe Trail, including the commanding officer's quarters, several officer's quarters, two enlisted men's barracks, and the post hospital.

85. Fort Mann Site. The Fort Mann site is about 8 miles west of Dodge City on US Highway 50. Fort Mann was established in April 1847 because the Army needed a post midway between Fort Leavenworth and Santa Fe to repair wagons and replace animals. It was erected by Captain Daniel P. Mann. Although not a regular military post, Fort Mann was defensible and occasionally occupied by regular troops, such as the Indian Battalion of Missouri Volunteers in 1847-48. It was enlarged in 1848, but was abandoned in 1850 when Fort Atkinson (Camp MacKay) was established.

86. The Caches Site. The Caches site is commemorated by a tall white monument west of Dodge City, 1.3 miles beyond the junction of the US Highway 50 business and bypass routes. Caches, or pits, were dug in 1822-23 by the James Baird and Samuel Chambers trading party, whose pack train was caught by a blizzard at this site. The blizzard killed the pack animals, and the traders dug the caches to store their trade goods until they could obtain new animals, return for their goods, and continue to Santa Fe. The Caches site was an often noted landmark on the trail and became a well-known campsite.

87. Fort Atkinson Site. The Fort Atkinson site is about 2 miles west of Dodge City on US Highway 50, and was originally established as Camp MacKay on August 8, 1850, to control Indians and to protect the Santa Fe Trail. On June 25, 1851, a newly built fort was officially designated as Fort Atkinson. Being constructed of sod, it was popularly known as "Fort Sod" or "Fort Sodom," and it was the first fully garrisoned fort to be erected along the Santa Fe Trail. Fort Atkinson was abandoned permanently on October 2, 1854, because of its inadequate buildings and the difficulty and expense of supplying it.

CIMARRON CUTOFF

Kansas Sites

88. Middle (Cimarron) Crossings. The Middle Crossings of the Arkansas River at Cimarron extended from the Caches site, about 2 miles west of Dodge City, to as far as Charleston, 26 miles farther west. No crossings are visible today because of the sandy soils and frequent floods. US 50 along the Arkansas River closely follows the trail route and passes by the crossing sites. Almost all of the trail traffic followed the Cimarron cutoff until the Civil War and shortly thereafter. Wagons were able to cross the Arkansas River virtually anywhere in this region due to its shallow flows. The Middle Crossings were the scenes of numerous Indian attacks during the trail era.

89. Lower (Wagon Bed) Spring. Lower (Wagon Bed) Spring is on the north bank of the Cimarron River, approximately 11 miles south and 1.5 miles west of Ulysses (about 2 miles west of the markers on Kansas 25 south of the river bridge). Lower Spring was well known to all travelers who took the Cimarron cutoff because it was the first reliable water supply they encountered since leaving the Arkansas River, and finding this spring meant the travelers had survived *La Jornada*. Campgrounds were developed at this site. (NHL)

90. Middle Spring. Middle Spring is 8 miles north of Elkhart on Kansas Highway 27, and about 1 mile west on a dirt road through Cimarron National Grassland to a small enclosed park on the north side of the road. After Lower Spring, Middle Spring was the next reliable water source for travelers in the Cimarron Valley. This made it a major stopping point and campsite on the Santa Fe Trail.

91. Point of Rocks (Morton County, Kansas). Point of Rocks is 8 miles north of Elkhart on Kansas 27 and 1.5 miles west on a dirt road through Cimarron National Grassland. This landmark is second in importance only to Pawnee Rock as a steering point on the Kansas portion of the Santa Fe Trail. It was a lookout along the Cimarron Valley for both Indians and traders, with one branch of the trail running between the rock and the river. This landmark remains as it was during the trail era, and it is still surrounded by grasslands, where wagon ruts can be seen.

Oklahoma Sites

92. Willow Bar. Willow Bar is approximately 11 miles north and 11 miles east of Boise City, Oklahoma. Here the Santa Fe Trail crossed the Cimarron River, leaving the valley for higher ground and passing on both sides of Wolf Mountain. Willow Bar usually had water and was frequently used as a campsite. It was also the scene of Indian attacks and other problems.

93. Wolf Mountain. Wolf Mountain is between Willow Bar and Upper Spring on the Santa Fe Trail, about 9 miles north of Boise City on US Highway 286/385, and then to the northeast. Branches of the trail passed on both sides of this mountain on the way to Upper Spring.

94. Upper (Flag) Spring. Upper or Flag Spring is 9 miles north and 1.5 miles west of Boise City. Upper Spring is a beautiful setting, with a high stone hill, the spring, and views to the Cimarron Valley. It was a campsite on the Santa Fe Trail and also the scene of Indian troubles.

95. Cold Spring and Inscription Rock. Cold Spring 2 is approximately 7 miles west and 7 miles north of Boise City. A branch of the Santa Fe Trail ran south of this spring site. Inscription Rock, which contains the names of many trail travelers from the 1850s and later, is nearby.

96. Autograph Rock. Autograph Rock is located at Cold Spring 1, which is 6 miles west and 8 miles north of Boise City. This rock contains the names of many Santa Fe Trail travelers from the 1840s and later.

97. Camp Nichols. Camp Nichols is about 3.5 miles northwest of Wheeless, Oklahoma. Camp Nichols was founded by Colonel Kit Carson and was occupied for only a few months in 1865. The troops stationed here were charged with protecting travelers on the Cimarron and Aubry cutoffs. The soldiers built a stone wall around the parade ground and erected some officer's quarters and other structures. The remains of the walls, which are said to have been knocked down by Indians after the fort was abandoned, are still visible. This is the only military site on the trail in Oklahoma. Wagon ruts can still be seen about 0.5 mile south of the fort. (NHL)

98. Cedar Spring. Cedar Spring is near the Camp Nichols site, 3.5 miles northwest of Wheeless. This spring was the source of water for Camp Nichols as well as for Santa Fe Trail travelers. Names are carved in the nearby canyon walls of Carrizozo Creek, including members of the Penrose expedition, who were caught there in a blizzard in 1868, and T. O. Boggs, who later founded Boggsville in Colorado. The site was also home to an Army officer's wife, Marian Sloan Russell, who wrote much about Camp Nichols in her book *Land of Enchantment.*

New Mexico Sites

99. McNees Crossing. McNees Crossing of Corrumpa Creek is 3.5 miles west of the Oklahoma state line and 1.5 miles south on New Mexico Highway 18. This rock crossing (which is still visible) was named for a young trader named McNees who was killed here by Indians in 1828. The crossing was also used as a campground, and a group of traders celebrated the Fourth of July in 1831. This site retains much of its original appearance. (NHL)

100. Turkey Creek Camp. Turkey Creek camp is about 7 miles north of Rabbit Ears Mountain (ranch/sec. 370). The crossing of Turkey Creek was a difficult one. This site had water and a nearby supply of wood and good grazing land, making it a better campsite for Santa Fe Trail travelers than McNees Crossing. (NHL)

101. Rabbit Ears. The Rabbit Ears (actually two peaks) are about 7 miles northwest of the town of Clayton, New Mexico (ranch/sec. 370) and about 1 mile north of the road. This landmark was named for a Cheyenne Indian called Rabbit Ears who was killed nearby. (NHL)

102. Mount Dora. Mount Dora is south of the Rabbit Ears Creek camp and north of US Highway 64/87 between Clayton and Mount Dora, New Mexico. Mount Dora was a landmark for travelers on the Santa Fe Trail, although it was not as significant as Round Mound. (NHL)

103. Rabbit Ears Creek Camp. The Rabbit Ears Creek camp is on private land about 6 miles north of the town of Mount Dora, New Mexico. This was considered an excellent campground with springwater, grass, wood, and game for food. Wagon trains reportedly rested at this site for a couple of days. Wagon ruts are still visible. (NHL)

104. Round Mound. Round Mound is about 4 miles south of the intersection of US Highway 64/87 and New Mexico Highway 120 at Grenville, New Mexico. Round Mound was the major objective or steering point after Santa Fe Trail travelers left the Turkey Creek camp. The trail passed to the north of Round Mound, but travelers often commented on it. An illustration in Josiah Gregg's *Commerce of the Prairies* (1844) shows a wagon train as seen from the mound. Today this site is also known as Mount Clayton.

105. Sierra Grande. Sierra Grande, like Mount Dora, was a lesser landmark along this portion of the Santa Fe Trail.

106. Point of Rocks (Colfax County, New Mexico). The Point of Rocks in Colfax County is on private land about 8 miles north and 2 miles east of a roadside park on US Highway 56. Point of Rocks was a noted landmark for Santa Fe Trail travelers. It was a popular campsite with a nearby spring. There was considerable violence at this site, including the massacre of the White family in 1849, and there are 11 known gravesites, only a few of which have been identified.

107. Rock Crossing of the Canadian River. The Rock Crossing of the Canadian River is on private land 2 miles south of US Highway 56 in Colfax County, New Mexico. This famous crossing was used by Indians from early times as well as later travelers on the Cimarron cutoff. The crossing has a natural stone floor for a short distance only. Upstream it is sandy and hard to cross, while downstream a deep, rocky canyon makes it impossible to cross. This spot was considered to be the real entry into Mexico, and Mexican troops were sometimes sent this far to escort traders back to Santa Fe. It was also the site of several Indian raids on the caravans. Wagon ruts are still visible leading to and from this crossing.

108. Wagon Mound. Wagon Mound is beside the town of Wagon Mound, New Mexico, at the I-25 exit to the town. This landmark was so named because it looks like a covered wagon being pulled by oxen, and it was one of the best-known landmarks on the Santa Fe Trail. Wagon Mound was the last major landmark on the Cimarron cutoff. Trail ruts lead both directions from Wagon Mound, and there are some historic gravesites in the Wagon Mound cemetery at the base of the hill. (NHL)

109. Santa Clara Spring. Santa Clara Spring is on private land about 2 miles northwest of the town of Wagon Mound. At the head of a small canyon, this spring was used by Santa Fe Trail travelers and still serves as the water source for the town of Wagon Mound. A trail campsite developed here, and the site was also the focus of several Indian attacks.

110. Pilot Knobs. The Pilot Knobs are 2 miles west of Wagon Mound in Mora County, New Mexico. They are two mesas that were used as a landmark for wagon trains, but they were not as important a landmark as the more visible Wagon Mound immediately to the east.

111. Watrous Store. The Watrous store is just north of the Mora River on US Highway 85 at Watrous. Samuel Watrous opened a trading store and made his home in this structure in 1849. This store catered to Santa Fe Trail travelers until the very end of the trail era. The town was originally known as La Junta and was renamed Watrous when the railroad reached the town. (NHL)

112. Barclay's Fort Site. The Barclay's Fort site is on the south bank of the Mora River, west of I-25 at Watrous. Alexander Barclay opened his trading fort here in 1849; it also served as a stage station for a time. (NHL)

113. Sapello Stage Station. The Sapello stage station is just southwest of Watrous on the west bank of the Sapello River. Originally used by the Barlow & Sanderson Stage Company, this building has been somewhat remodeled to serve as a private residence. Wagon ruts are still visible near this site. (NHL)

114. Sapello River Crossing. The Sapello River crossing is south and west of the Sapello stage station. Many sources believe that the Cimarron cutoff and Mountain branch of the trail met at this crossing. (NHL)

115. Fort Union Corral. The Fort Union corral stands just south of the Sapello stage station at Watrous. This well-preserved stone corral was reportedly used by Fort Union troops as either a horse or cattle corral. (NHL)

116. Mora. Mora is about 30 miles north of Las Vegas on New Mexico Highway 518. Mora is a predominantly Hispanic town that was indirectly connected to the Santa Fe Trail by a trail segment that linked Watrous west to Mora and then south to Las Vegas. Ceran St. Vrain, a former partner of the Bent brothers, built a mill at Mora. The mill, St. Vrain's former house, and his gravesite may still be seen. The mill was a major attraction for many traders who otherwise would have bypassed the town since the main trail was about 6 miles from Mora and went directly to Las Vegas. The hauling of milled flour from Mora to Fort Union accounted for a large part of the local trail traffic.

117. Hermit's Peak. Hermit's Peak is between La Cueva and Las Vegas and can be seen from either New Mexico 3 or I-25. The peak was named in honor of Father Giovanni Maria Augustini (after whom Hermit's Cave in Council Grove, Kansas, is also named). Father Augustini traveled to New Mexico with a trading caravan and spent three years in isolation on this peak. The peak was a landmark for trail travelers.

118. Las Vegas Plaza. The town of Las Vegas began as a Santa Fe Trail town in 1835 and was for a time the first city that traders entered on the trail. The trail passed through the plaza, and presumably many traders stayed here. It was at the plaza that Stephen W. Kearny claimed the New Mexico territory for the United States in 1846.

119. Kearny Gap. Kearny Gap is 2 miles south of Las Vegas and west of I-25. Also called Puerto del Norte, this pass was little used by Santa Fe Trail traffic prior to the Mexican War. Kearny took the Army of the West through this gap to avoid a possible encounter with Mexican troops believed to be gathering at Puertocito Pedrogosa, the more commonly used southern pass. Wagon ruts west of Kearny Gap indicate that it must have been used extensively by freight wagons after the Mexican War.

120. Puertocito Pedrogosa. After leaving Las Vegas, travelers had to find an easy pass through the high ridge of hills. Two passes within a few miles were probably used, and the Puertocito Pedrogosa was probably the most used. It was the one later used by the railroad and the federal highway system. US 84, which parallels I-25, follows the original route over the pass.

121. Tecolote. The town of Tecolote was founded at the Tecolote River crossing during the Santa Fe Trail era. The Tecolote Creek crossing is 12 miles south of Las Vegas on I-25. This crossing was used well into the 20th century, and it is still visible. Wagon ruts in the hill to the south attest to the intensity of traffic.

122. Starvation Peak (Bernal Hill). Starvation Peak is about 5 miles southwest of Tecolote. Also known as Bernal Hill, this peak was a landmark for Santa Fe Trail travelers. Near this hill the trail swung to the west, and at this point were Bernal Spring and for a time a stage station.

123. San Miguel del Vado. San Miguel del Vado is south of I-25 and about 26 miles southwest of Las Vegas. San Miguel was one of the first places where caravans crossed the Pecos River, and it was the first Hispanic settlement on the trail in New Mexico. For a time San Miguel was a port of entry, and traders often camped here. After Las Vegas was settled, San Miguel ceased to be important as a trail town and was bypassed. The old church at San Miguel was present throughout the trail period, and it still stands, although it has been remodeled. The plaza at San Miguel was formed by adjoining adobe houses and could be closed for defense against Indian raids. Some of the houses are now gone, but the outline of the plaza can still be seen.

124. Glorieta Mesa. Glorieta Mesa runs west from the Pecos River for 25 miles along the south side of I-25. The mesa is part of the Sangre de Cristo Mountains and served as a landmark on the Santa Fe Trail. The trail followed the valley along the north side of the mesa for 25 miles and then crossed Glorieta Pass to reach Santa Fe.

125. San Jose del Vado. San Jose del Vado is about 28 miles southwest of Las Vegas, in San Miguel County and south of I-25. This was a Mexican community on the west bank of the Pecos River. The adobe houses were built around the square, which could be closed for defense in times of Indian raids. The route of the Santa Fe Trail through San Jose was shorter than through San Miguel, and after Las Vegas was settled, this route came into greater use, and San Miguel subsequently declined as a trail town. The Pecos River crossing site cannot be seen today, but it is believed to be near the old bridge. Many of the old houses around the square remain.

126. Kozlowski's Stage Station. Kozlowski's stage station is about 3.4 miles north of I-25 on New Mexico Highway 63, on the former Kozlowski ranch (today known as the Forked Lightning Ranch). This was a trading ranch and stage station on the Santa Fe Trail, and it was known for its excellent food. Part of the ranch house and stage station make up the present-day ranch headquarters. The Kozlowski ranch also figured in the Civil War battles at Glorieta Pass, serving as Union headquarters before that engagement on March 28, 1862. (NHL)

127. Kozlowski's Spring. Kozlowski's Spring is north of the stage station on the north side of a creek. Travelers developed a campsite here, and this site was later selected as the location for Kozlowski's trading ranch. (NHL)

128. Pecos National Monument. Pecos National Monument is on New Mexico Highway 63, north of I-25. This is the site of the Pecos Pueblo, which was the easternmost pueblo visited by Coronado in 1541. The pueblo was still inhabited when the Santa Fe Trail opened in 1821, but it was abandoned about 1837. The abandoned pueblo was used as a campsite by trail travelers. The pueblo was well known and often mentioned in the journals of trail travelers.

129. Apache Canyon. Apache Canyon is at the western end of Glorieta Pass and near Johnson's ranch site on I-25. Once a narrow wagon gap on the Santa Fe Trail, the canyon was enlarged during construction of the Santa Fe Railway and I-25. Governor Manuel Armijo fortified this gap in 1846 to prevent U.S. forces from reaching Santa Fe. He withdrew without fighting here. The Battle of Apache Canyon, which was the first Civil War engagement in the area, occurred on March 26, 1862. The Confederates were driven from the battlefield and many were captured. Both sides were reinforced the next day, preparatory to the major engagement near Pigeon's ranch on March 28. (NHL)

130. Glorieta Pass. Glorieta Pass is on I-25 between the Glorieta Mesa and the Sangre de Cristo Mountains, just west of the town of Glorieta. In use by Indians since ancient times, this was not an easy pass to traverse; but because of the intensity of use, it was constantly improved by both Santa Fe Trail travelers and the U.S. Army. Kearny's Army of the West marched unopposed through this pass in 1846 on its way to Santa Fe. (NHL)

131. Pigeon's Ranch and Glorieta Battlefield. Pigeon's ranch is on New Mexico 50, about 3.4 mile southeast of the I-25 exit at Glorieta in Santa Fe County. This ranch was founded by Alexander Valle and was a stage station on the Santa Fe Trail on the eastern side of Glorieta Pass. A section of the original ranch house remains today. The Civil War Battle of Glorieta Pass was fought on March 28, 1862, about 0.5 mile west of the ranch. The Confederate forces initially drove the Union troops from the battlefield, which extended across the Santa Fe Trail. As the Confederates were apparently winning this battle, other Union forces raced across the top of Glorieta Mesa to capture and destroy the Confederate supply train at Johnson's ranch. This proved to be the decisive blow, and the Confederate forces were soon driven from New Mexico. (NHL)

132. Johnson's Ranch Site. The Johnson's ranch site is on the western side of Glorieta Pass at the town of Cañoncito, north of I-25. Founded by A. P. Johnson in 1858, this ranch was a trading ranch and stage station on the Santa Fe Trail. In March 1862, while Johnson was absent, Confederate forces used the ranch as their headquarters during the Battle of Glorieta Pass. Nothing remains of this ranch today, but the town of Cañoncito is located on the site. (NHL)

133. Santa Fe Plaza. Santa Fe Plaza is in the middle of Santa Fe and is the traditional end of the Santa Fe Trail for U.S. travelers. (NHL)

134. Palace of the Governors. The Palace of the Governors is on the north side of the Santa Fe Plaza. Built in 1610, it served as the seat of government in New Mexico for 300 years. After occupying New Mexico for the United States in 1846, Kearny raised the U.S. flag over the palace and took up residence inside. It is now a state museum. (NHL)

MOUNTAIN BRANCH

New Mexico Sites

135. Tiptonville. Tiptonville is northwest of Watrous, near New Mexico Highway 477. The small community grew up around the home of William Tipton. The Tipton home is gone, but the few remaining buildings here are believed to date from the Santa Fe Trail era. (NHL)

136. Fort Union National Monument. Fort Union National Monument is 8 miles northwest of the town of Watrous on New Mexico Highway 161, near the junction of the Cimarron cutoff and Mountain branch. Fort Union was the foremost military post on the Santa Fe Trail during the period 1851-91, and for a time it was the largest American military post in the Southwest. Founded primarily to protect the trail, the original structures had already deteriorated by the Civil War, and a star-shaped fortification was built. After the Civil War, a third Fort Union was begun, which included a garrison and traditional post, regional quartermaster depot, and an arsenal on the site of the first fort. The adobe ruins of the third fort and extensive Santa Fe Trail ruts comprise the bulk of the national monument.

137. Ocate Crossing. The Ocate crossing is north of New Mexico Highway 120, 14.5 miles west of Wagon Mound and 1 mile north on a ranch road. This was a watering point and campsite, and wagon ruts are still visible on both sides of the crossing. This route was heavily used during and after the Civil War, and it was often mentioned by trail travelers. Kearny's Army of the West crossed here in 1846 and camped nearby.

138. Rayado (Lucien Maxwell House). The Lucien Maxwell house is in Rayado, which is on New Mexico 21, 12 miles south of Cimarron. Rayado was started from a Santa Fe Trail campsite by Lucien Maxwell in 1848. Rayado was the point where the Mountain branch and two of its side trails rejoined. There was a military camp at Rayado in the early 1850s to help protect this part of the Mountain branch.

139. Cimarron Plaza and Well. The Cimarron plaza and well are one block east of New Mexico Highway 21. Santa Fe Trail wagon trains entered the plaza from the east after crossing the Cimarron River. (NR)

140. St. James Hotel. The St. James Hotel is on the east side of New Mexico Highway 21 in Cimarron. This hotel was built next to the Santa Fe Trail in its later days and was reportedly a hangout for outlaws. The building has been restored and operates today as a hotel and restaurant.

141. Aztec Mill. Aztec Mill is in the southwest corner of Cimarron. It was built in the 1860s to provide flour to the Maxwell ranch and the Jicarilla Apache Indian Reservation, as well as Santa Fe Trail travelers. Today it is operated as a museum.

142. Swink's Gambling Hall. Swink's Gambling Hall is at the south edge of Cimarron, across the street from the stage station. Built in the 1870s, it was a saloon and dancing hall during the later trail days. The building has been remodeled. (NR)

143. Clifton House. The Clifton house is south of Raton on I-25 and west of the junction with US 64. This house was a trading post and stage station, as well as a popular stop on the Mountain branch. The Canadian River crossing is nearby. Only the remains of one wall are still standing at this site.

144. Willow Spring. Willow Spring is at 545 Railroad Avenue in Raton, New Mexico. This spring was at the south end of Raton Pass and was the site of a campsite and stage station. The spring is now capped and used as a well by the current property owner. It was the landmark around which the town of Raton developed.

145. Raton Pass. Raton Pass sits astride the Colorado–New Mexico border. This pass was difficult to cross until the Army made improvements during the Mexican War, but it was not widely used until "Uncle Dick" Wootton started improving it in 1864 as part of his toll road. The improvements prompted many travelers, including the stagecoach line, to switch to the Mountain branch instead of following the Cimarron cutoff. The pass today is the route of the railroad and I-25. (NHL)

Colorado Sites

146. Wootton Ranch. The Wootton ranch is near I-25 at the north entrance to Raton Pass, on the Colorado–New Mexico state line. This ranch is famous as the home of Richens Lacy "Uncle Dick" Wootton, who owned and operated the Raton Pass toll road. The ranch house was a copy of the Hough-Baca house in Trinidad, but all that remains today is a one-story wing. The toll gate was near the ranch house.

147. Cruz Torres Grave. The Cruz Torres grave is on the Wootton ranch at Raton Pass. Cruz Torres was murdered near the ranch and was buried south of the ranch house.

148. Fisher's Peak (Raton Mountain). Fisher's Peak overlooks the entrance to Raton Pass between Trinidad, Colorado, and Raton, New Mexico. It was a landmark for Santa Fe Trail travelers, jutting out from the surrounding mesa.

149. Hough-Baca House. The Hough-Baca house is on US Highway 350 in Trinidad. It was built by a Santa Fe trader, John Hough, and later sold to the Baca family. The Santa Fe Trail passed near the house, and several of its present furnishings were brought west on the trail. The structure is now a state-operated museum. (NR)

150. Spanish Peaks. The Spanish Peaks are west–northwest of Trinidad. They can be seen from great distances along the Mountain branch, and they served as landmarks for trail travelers.

151. Hole-in-the-Rock Site. Hole-in-the-Rock is north of Thatcher, Colorado, on a rural road. The name for this once well-known landmark apparently comes from a hole in the bed of Timpas Creek that was deep enough to retain water when the rest of the creek was dry. The railroad built a stone dam below the hole to get water for locomotive boilers. Over time, the entire impoundment silted in to the height of the spillway. A stage station was located near this site.

152. Iron Spring. Iron Spring is 11 miles west of Timpas, Colorado, on US Highway 350, and then 1 mile south on a gravel road. It was an important water supply on the trail and a stage station; it was also the scene of several Indian attacks. Trail ruts are still visible near the spring; a few building remains are nearby.

153. Arkansas River Crossing. The Arkansas River crossing was at the present-day site of La Junta, Colorado, and may have been one of several crossings in this area. Susan Magoffin, among others, used this crossing.

154. Bent's Old Fort National Historic Site. Bent's Old Fort National Historic Site is north of the Arkansas River, 8 miles east of La Junta on Colorado 194. The fort was an active trading post from 1833 to 1849, and it was of national importance to the opening of the American West. This fort has been faithfully reconstructed and is open to the public. (NHL)

155. Boggsville. Boggsville is about 2 miles south of Las Animas on Colorado 101. This small complex of two trading stores, owned separately by John W. Prowers and Thomas O. Boggs, was a stage stop on the Santa Fe Trail. Both buildings remain today, but they are in a deteriorated state. (NR)

156. New Fort Lyon. New Fort Lyon is 1 mile south of US Highway 50 on Colorado 183, east of Las Animas. Active from 1867 to 1889, this post replaced the Old Fort Lyon and helped to guard the Santa Fe Trail and later the railroad line. The fort is now a veterans hospital, and some of the original buildings have been remodeled for use as part of the hospital complex.

157. Old Fort Lyon. Old Fort Lyon is less than 1 mile west of Bent's New Fort. Originally called Fort Wise, this fort was built by the Army in 1860. A treaty with the Cheyenne and Arapaho Indians was signed here in 1861, but it was not honored by either side. Fort Lyon was deeply involved in the Indian troubles of this region during and after the Civil War. This fort was relocated in 1867, and today only a few foundations of the officers' quarters remain. Santa Fe Trail wagon ruts are still visible north of this site.

158. Bent's New Fort. Bent's New Fort is 1 mile west of the Prowers–Bent county line on US 50, then 1 mile south on Prowers County Road 35, 0.2 mile east, and 0.5 mile south. This fort was operated by William Bent from 1853 to 1860, when he leased the site to the U.S. Army. Only foundation ruins outline the post.

159. Old Granada Site. The Old Granada site is about 3 miles east of the town of Granada, south of the Arkansas River and on the route of the Santa Fe Railway. This was an end-of-track town on the railroad from 1873 to 1875. The railroad carried most of the freight of the Santa Fe Trail to this point, where it was loaded onto wagons for the trip through Emory Gap to New Mexico. After the railroad was extended farther west, the site was abandoned, and the new town of Granada was laid out a few miles to the west.

Kansas Sites

160. Fort Aubry and Aubry Crossing. The site of Fort Aubry is 3 miles east of Syracuse on US Highway 50, then 0.5 mile south on a rural road, 0.5 mile east on a rural road, and very near a farmstead on the south side of the road. The Aubry cutoff, opened by Francis X. Aubry in 1850, became an important route from the Arkansas River to the Oklahoma Panhandle because water supplies were more reliable along this route than along *La Jornada*. The Aubry crossing of the

Arkansas River was used more than the Upper Crossing near Lakin, Kansas, and rivaled the traffic at the Middle Crossings for about 10 years. The importance of this route led to the establishment of two military posts in 1865, Fort Aubry and Camp Nichols (in the Oklahoma Panhandle). First established as Camp Wynkoop in 1864, the name Fort Aubry was assigned in 1865. The fort was abandoned in 1866 and the site used for a stage station. The Aubry crossing has disappeared, but wagon ruts still delineate the trail here, and the spring still exists near the fort site. Remains of the fort consist mainly of three clusters of dugout depressions.

161. Indian Mound. Indian Mound is approximately 5 miles southwest of Lakin, Kansas. This is a natural landmark that was most likely used as a lookout point by Indians and traders. The view from this mound is still impressive today.

162. Chouteau's Island. Chouteau's Island has disappeared because of erosion by the Arkansas River, but it was located due south of Indian Mound during the Santa Fe Trail era. Chouteau's Island predated the trail and became known as the Upper Crossing of the Arkansas River. The official survey of the trail went to this point before crossing the Arkansas River, and it was here in 1829 that the first military escort on the trail, comprised of troops of the Sixth Infantry led by Bennet Riley, camped while the trader caravan proceeded to Santa Fe. At that time the Arkansas River was the international boundary.

163. Upper (Cimarron) Crossing. The Upper Crossing of the Arkansas River stretched from about a mile east of present-day Lakin, Kansas, to Chouteau's Island. This crossing was on the shortest route between the Arkansas and Cimarron rivers. Even though there were sand hills to negotiate, there was also a natural valley to follow for part of the distance. The Upper Crossing became the second most popular crossing of the Arkansas River, after the Middle Crossings.

164. Point of Rocks (Finney County, Kansas). This Point of Rocks is about 2.5 miles west of Pierceville and is on the north side of a road that parallels the Arkansas River and the Santa Fe Railroad tracks. This is a minor landmark on the Santa Fe Trail. Beyond this, little else is known for certain about this site, even though there are vague references to a "Pawnee Fort" in this locale from the 1840s to the 1860s. This has yet to be verified.

Table B–1: Historic Cross-Country Segments

County/State	Length (in miles) and Location
Main Corridor	
Lyon County, Kansas	1.62 – north of Allen
	1.38 – north of Admire
Marion County, Kansas	2.50 – southwest of Durham
	5.50
Cimarron Cutoff	
Morton County, Kansas	2.50 – Cimarron National Grassland
Gray County, Kansas	0.88 – southwest of Ingalls
Cimarron County, Oklahoma	1.38 – east of Wolf Mountain
	2.75 – west of Autograph Rock
	1.25 – south of Camp Nichols
	6.62 – McNees Crossing
Union County, New Mexico	20.88 – Turkey Creek camp
	4.88 – south branch of trail
	6.50 – Rabbit Ears Creek camp
	14.00 – Round Mound
Colfax County, New Mexico	21.38 – Point of Rocks
	5.62 – south branch of trail
	9.00 – northeast of US 56
	1.25 – Rock Crossing
	6.88 – southwest of Rock Crossing
Mora County, New Mexico	11.62 – northeast of Wagon Mound
	7.75 – southwest of Wagon Mound
	4.00 – Watrous
	129.14
Mountain Branch	
Kearny County, Kansas	1.62 – west of Lakin
Las Animas County, Colorado	7.88 – Hoehne to Model
Colfax County, New Mexico	3.00 – Clifton house
Colfax and Mora Counties, New Mexico	6.75 – south of Rayado
Mora County, New Mexico	6.75 – north of Ocate
	11.50 – Ocate to Fort Union
	8.00 – Fort Union to Watrous (La Junta)
San Miguel County, New Mexico	2.75 – San Miguel del Vado
	48.25
Military Road – Granada, Colorado, to Fort Union	
Las Animas County, Colorado	12.00 – Louden Ranch/Branson
Union County, New Mexico	1.75 – Capulin National Monument
	13.75
Military Road – Fort Hays to Fort Dodge	
Ellis, Gray, and Rush Counties, Kansas	6.52
Aubry Cutoff	
Hamilton County, Kansas	4.75 – east of Syracuse
Baca County, Colorado	1.75 – Comanche National Grassland
Cimarron County, Oklahoma	4.75 – east of US 287
	11.25

APPENDIX C: STATE RECREATIONAL LIABILITY LAWS

The following state statutes address recreatioinal liability on private lands:

- Missouri Statutes, sections 537.345 to 537.348
- Kansas Statutes Annotated, sections 58-3202, 58-3204, and 58-3206
- Oklahoma Statutes, sections 76-10 to 76-15
- Colorado Revised Statutes (1984), sections 33-41-101-105
- New Mexico Statutes Annotated, section 17-4-7

APPENDIX D: TRAIL USE GUIDELINES

COMPATIBILITY OF RECREATIONAL USES ALONG ADJACENT TRAILS

	HIKING	HORSEBACK RIDING	WAGONS	AUTOS
HIKING		◕	◕	◔
HORSEBACK RIDING	◕		●	◔
WAGONS	◕	●		◔
AUTOS	◔	◔	◔	

1) Hiking, horseback riding, and wagon use are highly compatible

2) Hiking, horseback riding, and wagon use are not compatible with auto tours; however, occasional glimpses of automobiles would probably not detract from visitor experiences (for example, at trailheads).

COMPATIBILITY

●	Excellent
◕	High
◒	Moderate
◔	Low
○	None

Criteria: Sense of solitude, sharing amenities, safety, noise, dust, visual intrusion, historical authenticity of experience, potential to enhance experience

COMPATIBILITY OF USES ALONG THE SAME TRAIL OR ROUTE

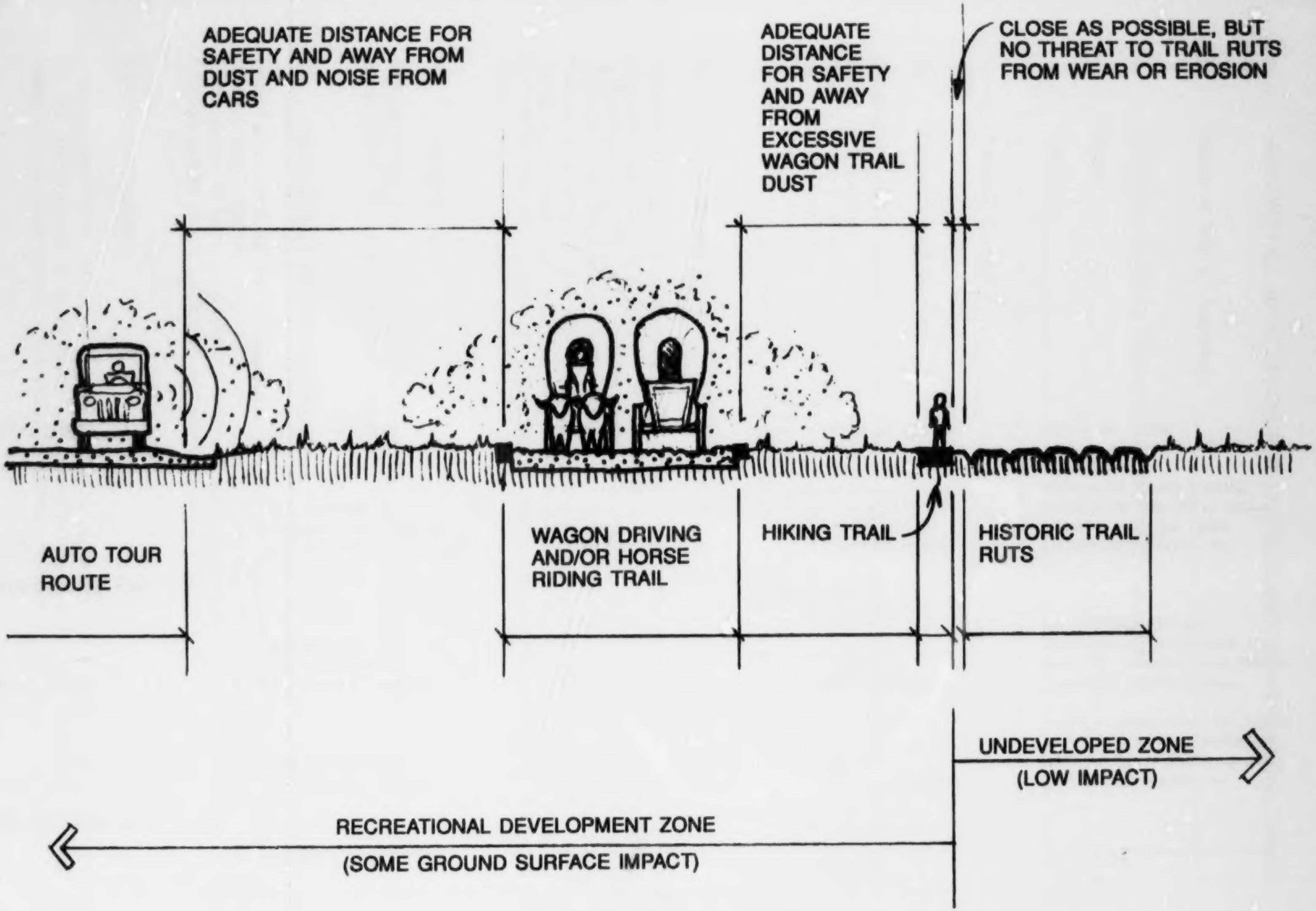
	HIKING	HORSEBACK RIDING	WAGONS	AUTOS
HIKING		○	○	○
HORSEBACK RIDING	○		●	○
WAGONS	○	●		○
AUTOS	○	○	○	

1) Horseback riding and wagon use could occur on the same trail.

2) Hiking and horseback riding could be combined where horseback use is slight.

COMPATIBILITY

●	High	Criteria: Safety, trail surface
◒	Moderate	
○	Low	


ADEQUATE DISTANCE FOR SAFETY AND AWAY FROM DUST AND NOISE FROM CARS
ADEQUATE DISTANCE FOR SAFETY AND AWAY FROM EXCESSIVE WAGON TRAIL DUST
CLOSE AS POSSIBLE, BUT NO THREAT TO TRAIL RUTS FROM WEAR OR EROSION
AUTO TOUR ROUTE
WAGON DRIVING AND/OR HORSE RIDING TRAIL
HIKING TRAIL
HISTORIC TRAIL RUTS
UNDEVELOPED ZONE
(LOW IMPACT)
RECREATIONAL DEVELOPMENT ZONE
(SOME GROUND SURFACE IMPACT)

ALLOWABLE PROXIMITY OF POTENTIAL USES TO TRAIL REMNANTS

Trail Maintenance Guidelines:
Trail Surfaces for Various Recreational Uses

	New Uses			
	Hiking Trails	**Horse and Wagon Trails**	**Auto Tour Routes**	**Historic Ruts or Remnants**
High-Intensity Use				
Long Trails	Soil cement, asphalt, pea size gravel	Crushed gravel with road base	State and federal highways	Revegetate surface as needed. (Post "keep off ruts" signs; also convey keep-off policy in brochures and talks)
Short Trails	Soil cement, asphalt, pea size gravel, boardwalks	Crushed gravel with road base	Same as above	Same as above; provide fencing if needed, with design and material compatible with the regional location
Low-Intensity Use				
Long Trails	Pea size gravel, existing surface if well drained and durable	Crushed gravel with road base, existing surface if well drained and durable	Same as above	Revegetate surface as needed; possibly allow occasional walking in ruts if vegetation would prevent erosion
Short Trails	Same as above	Same as above	Same as above	Same as above

APPENDIX E: APPLICATION FOR SITE/SEGMENT CERTIFICATION (Sample)

I. Name of Site or Segment: ______________________________

II. Managing Authority Responsible for the Site/Segment

Name ______________________ Telephone ______________

Address ______________________________

____

Principal Contact ______________________________

III. Location and Description

Enclose a general location map (such as a state or county highway map) and a detailed map (such as a topographical map or site brochure with map) showing the site/segment. Indicate the size of the site or length of the segment and the type of jurisdiction (ownership, lease agreement, etc.) that the managing authority has over the lands involved. If the land is owned in less than fee, enclose a copy of the lease, agreement, or other document (optional). Describe the general environment of the site/segment, including land use and any potential conflicts.

IV. Facilities and Uses

Describe the historical relationship of the site/segment to the Santa Fe Trail. Describe existing and proposed facilities and programs for interpreting this story (signs, museums, displays, brochures, audiovisual programs, etc.). Enclose copies of brochures, the text of interpretive signs (or readable photo(s)), and other appropriate materials illustrating trail interpretation. Describe other historical themes interpreted at the site. Describe existing and proposed recreation facilities at the site or along the segment and permitted recreational use of the site/segment. Describe feasible methods for making the site or segment accessible to people with handicaps. Enclose a few photographs clearly showing the site/segment.

V. Compliance

Provide necessary environmental compliance documentation to ensure that management and development will not have adverse impacts.

VI. Management Policies and Practices

Describe or enclose the management policies or regulations that apply to public use of the site/segment. Specify any fees or permits required for site/segment use. Describe how maintenance is performed and by whom. Specify placement of the official historic trail markers. Enclose copies of any applicable management plans (optional).

VII. Affirmation

I hereby affirm that: (1) I am duly authorized to represent the managing authority named above; (2) the site/segment is in existence and available for public use regardless of race, color, or creed; (3) the site/segment is administered without expense to the United States; (4) I or another representative of the managing authority will notify the National Park Service if there is a change in the status of the site/segment; and (5) the official Santa Fe National Historic Trail markers to be supplied by the National Park Service will be conspicuously posted and maintained at the site or along the segment.

Signed ______________________________ Date____________________

Title ______________________________

VII. Certification

On behalf of the Secretary of the Interior, I hereby certify the site/segment described in this application is a component of the Santa Fe National Historic Trail. The National Park Service will provide the official historic trail markers for the site.

Signed ______________________________ Date____________________

Title ______________________________

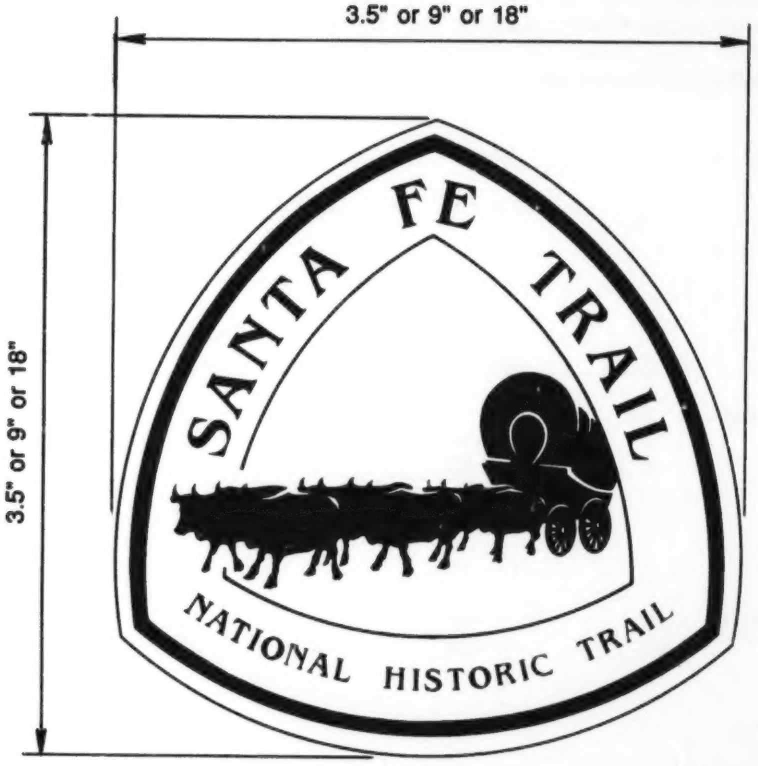
APPENDIX F: SIGN SPECIFICATIONS AND USES

The Santa Fe Trail markers would be made of aluminum with a reflective sheeting, and the color of the marker would comply with the *Manual on Uniform Traffic Control Devices.* Four sizes are recommended: 3.5", 9", 18", and 24". The smallest size would be used to mark recreation side trails; the 9" size to mark trailheads or highway connector routes off the designated highway route; the 18" size to mark designated highway routes or wherever the trail crosses a major or secondary highway; and the 24" size to mark interstate highways. The auto tour signs would have maximum overall dimensions of 15.7" by 18" and 20.9" by 24". Cost estimates for signs are given in table F-1 and are based on cost for NPS sign work as estimated by the Professional Support Division, Denver Service Center, National Park Service.

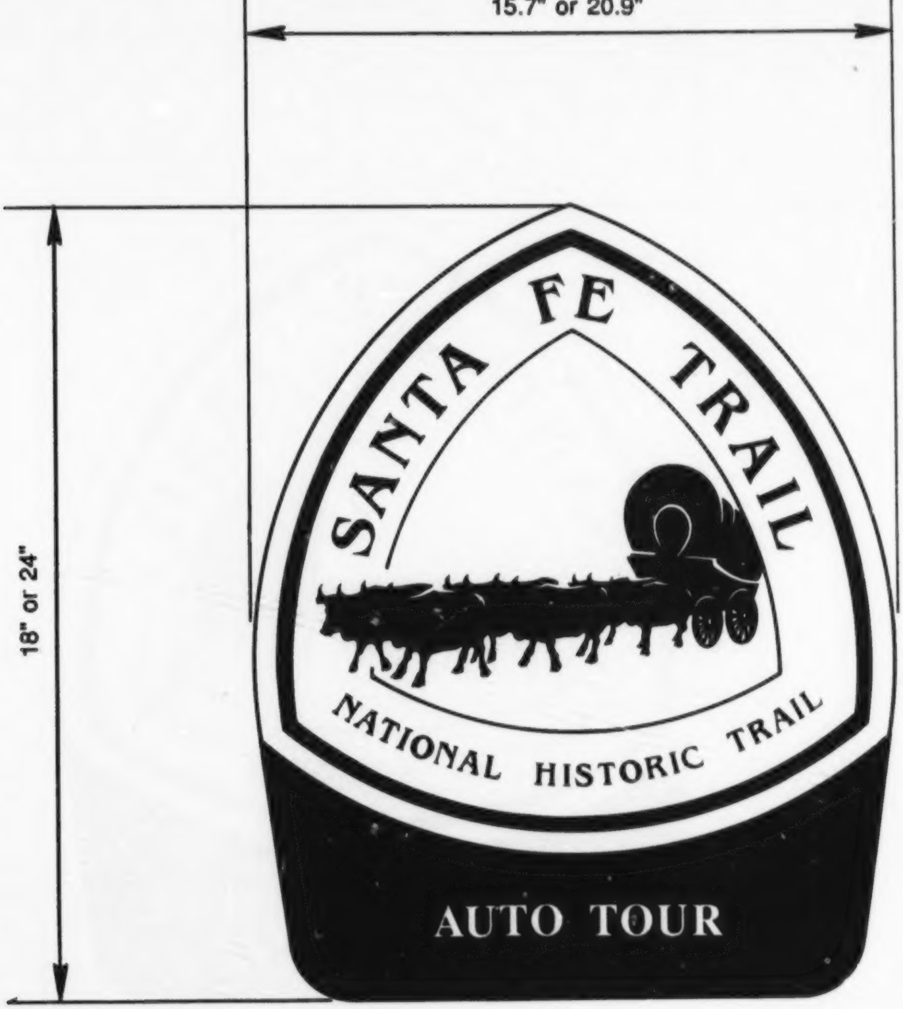
The Trail Mileage Log for the auto tour route indicates the state and county highways that would be marked.

Table F-1: Sign Cost Estimates (1988)

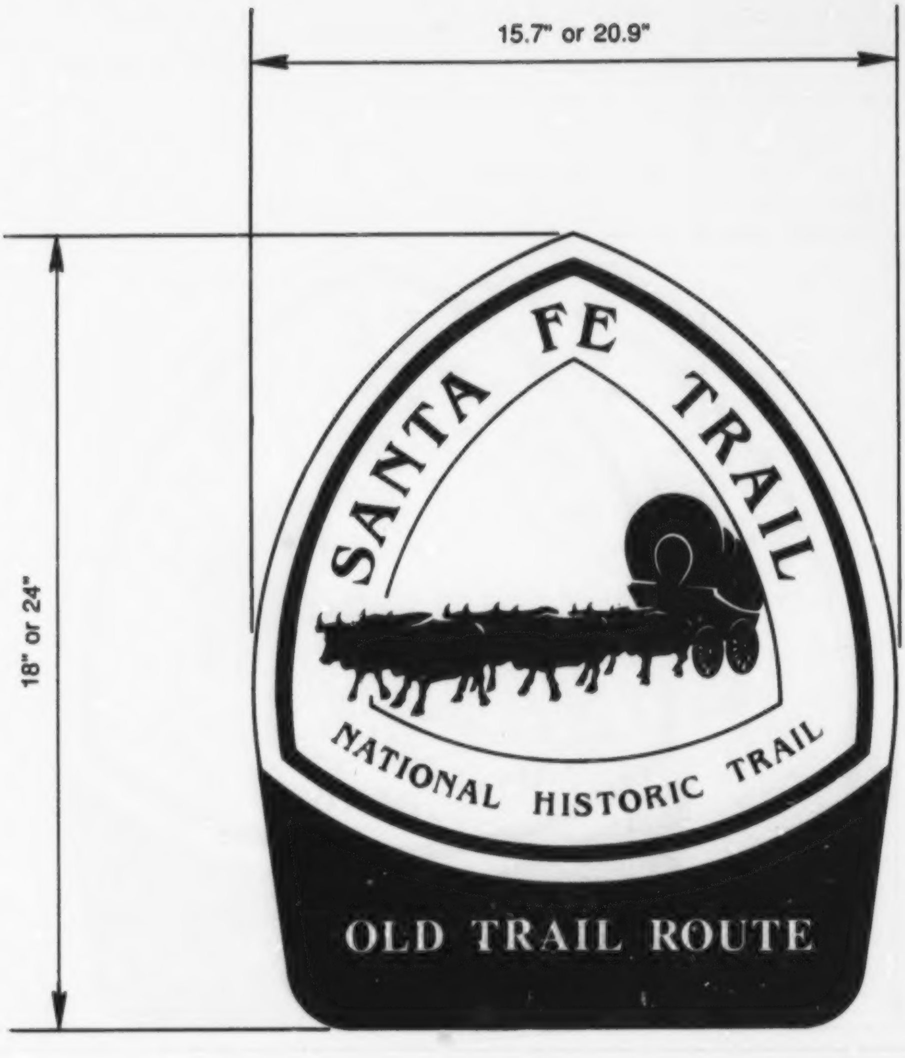
	Size	Sign Cost		Installation Cost		Total Cost
Uniform Marker	3.5"	$ 15	+	$ 5	=	$ 20
	9"	50	+	20	=	70
	18"	80	+	25	=	105
Auto Tour Sign	18"	80	+	25	=	105
	24"	100	+	25	=	125
Auto Tour/Historic Route Sign	18"	80	+	25	=	105
	24"	100	+	25	=	125


3.5" or 9" or 18"
3.5" or 9" or 18"
SANTA FE TRAIL
NATIONAL HISTORIC TRAIL

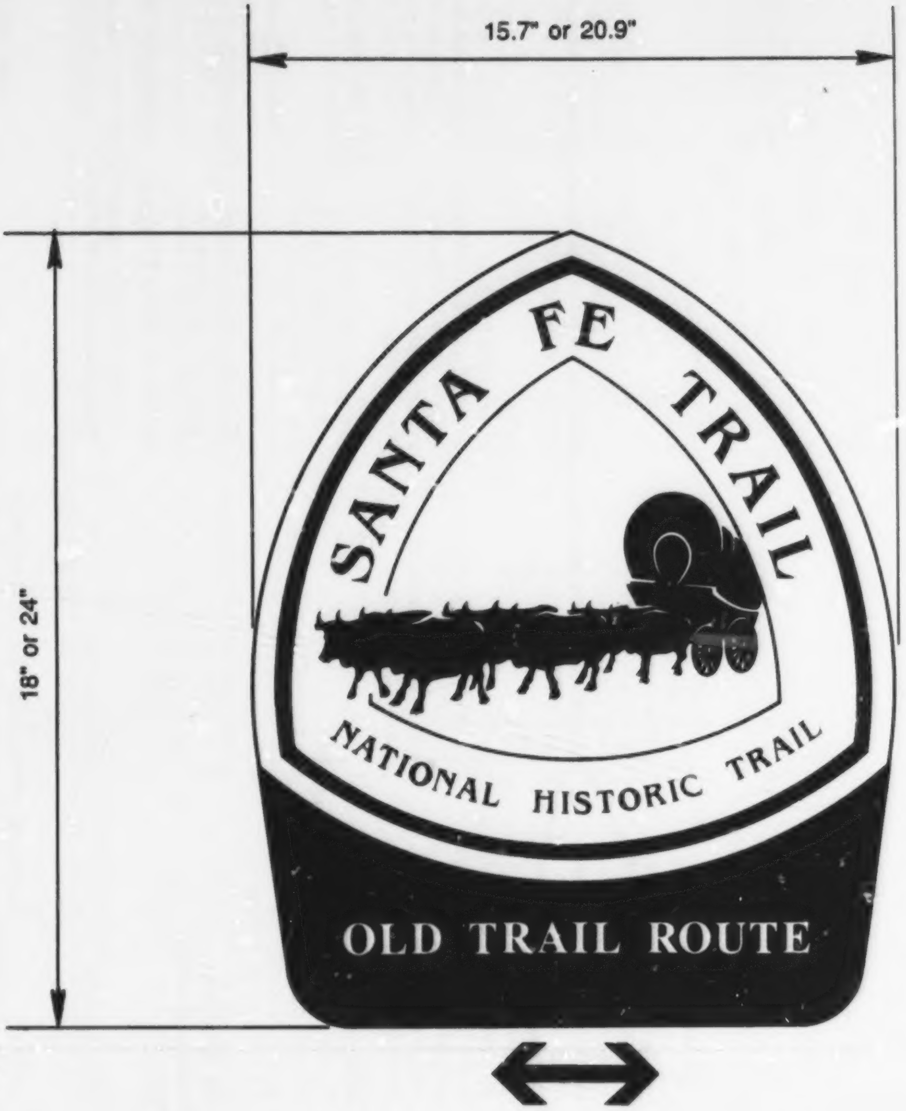
UNIFORM MARKER


15.7" or 20.9"
18" or 24"
SANTA FE TRAIL
NATIONAL HISTORIC TRAIL
AUTO TOUR

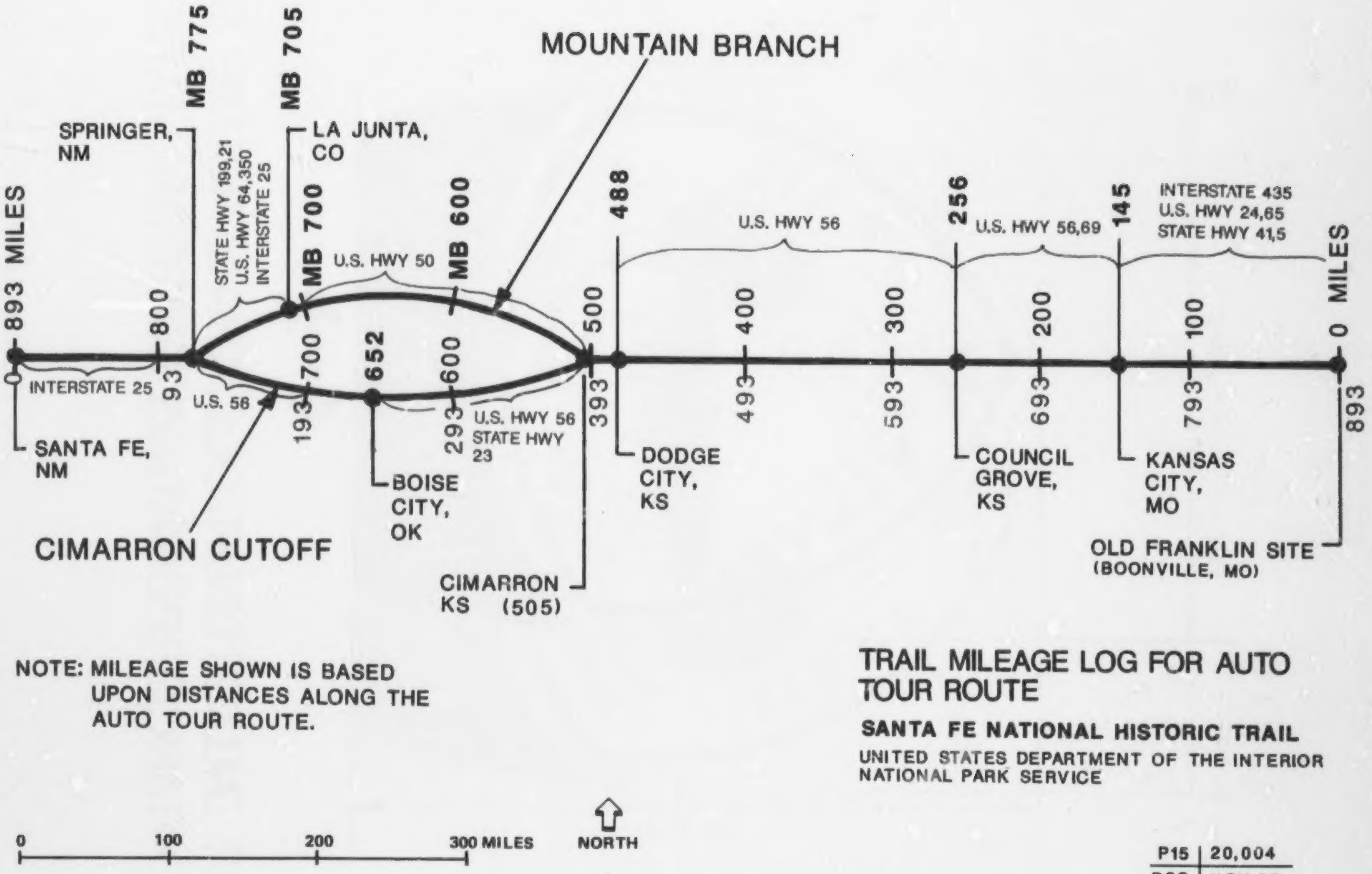
AUTO TOUR SIGN INCORPORATING
UNIFORM MARKER


15.7" or 20.9"
18" or 24"
SANTA FE TRAIL
NATIONAL HISTORIC TRAIL
OLD TRAIL ROUTE

AUTO TOUR/OLD TRAIL ROUTE SIGN INCORPORATING UNIFORM MARKER


15.7" or 20.9"
18" or 24"
SANTA FE TRAIL
NATIONAL HISTORIC TRAIL
OLD TRAIL ROUTE

AUTO TOUR/OLD TRAIL ROUTE SIGN
INCORPORATING UNIFORM MARKER


MOUNTAIN BRANCH
CIMARRON CUTOFF
893 MILES
0
800
93
INTERSTATE 25
SANTA FE, NM
SPRINGER, NM
MB 775
STATE HWY 199,21
U.S. HWY 64,350
INTERSTATE 25
MB 705
LA JUNTA, CO
MB 700
U.S. HWY 50
MB 600
U.S. 56
700
193
652
BOISE CITY, OK
600
293
U.S. HWY 56
STATE HWY 23
500
393
CIMARRON KS (505)
488
DODGE CITY, KS
U.S. HWY 56
400
493
300
593
256
COUNCIL GROVE, KS
U.S. HWY 56,69
200
693
145
KANSAS CITY, MO
INTERSTATE 435
U.S. HWY 24,65
STATE HWY 41,5
100
793
0 MILES
893
OLD FRANKLIN SITE (BOONVILLE, MO)
0
100
200
300 MILES
NORTH

NOTE: MILEAGE SHOWN IS BASED UPON DISTANCES ALONG THE AUTO TOUR ROUTE.

TRAIL MILEAGE LOG FOR AUTO TOUR ROUTE

SANTA FE NATIONAL HISTORIC TRAIL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

P15 | 20,004
DSC | NOV.88

APPENDIX G: PROVISIONS FOR COOPERATIVE MANAGEMENT

Table G-1: Possible Provisions of Memoranda of Understanding and Cooperative Agreements

	What the Parties Could Agree to Do			
Parties to Agreements	**Trail Marking**	**Management**	**Development**	**Interpretation**
Federal Agencies				
National Park Service	Provide each nonfederal managing authority with a set of official markers for its sites or segments of the trail, to be erected in accordance with the marking program presented in the comprehensive plan.	Establish a management entity in the NPS Southwest Regional Office for overall trail administration and coordination activities. Manage portions of the trail passing through NPS areas.	Develop, operate, and maintain trails and support facilities at NPS areas as recommended by the comprehensive plan at NPS expense. Any facilities developed would be in keeping with a site's general management plan.	Provide appropriate public access and interpretation for segments passing through NPS areas, in accordance with a site's general management plan.
Other Federal Agencies (Forest Service, Fish and Wildlife Service, Corps of Engineers)	Erect and maintain markers on sites or segments within federal areas in accordance with the marking program in the comprehensive plan.	Manage, protect, and maintain federal sites or segments in accordance with the comprehensive plan.	Develop, operate, and maintain trails and support facilities as recommended by the comprehensive plan (at each agency's expense).	Provide appropriate public access and interpretive opportunities for federal sites or segments (at each agency's expense).
State Agencies and Local Governments	Erect and maintain markers on certified sites or segments in accordance with the marking program in the comprehensive plan.	Manage, protect, and maintain state or locally owned certified sites or segments in accordance with the comprehensive plan or certification.	Develop, operate, and maintain trails and support facilities as recommended by the comprehensive plan (at each agency's expense) or certification (on a cost-share basis).	Same as above for state and locally managed certified sites or segments (on a cost-share basis).
Landowners, Private Organizations, Corporations, and Individuals	Same as above.	Same as above for privately managed certified sites or segments.	Develop, operate, and maintain trails and support facilities as recommended by the comprehensive plan (at each agency's expense) or certification (on a cost-share basis).	Same as above for privately managed certified sites or segments (on a cost-share basis).

	What the Parties Could Agree to Do			
Parties to Agreements	Consultation with Advisory Council	Right-of-way Agreements with Private Landowners	Land Exchange or Acquisition	Rules and Regulations
Federal Agencies				
National Park Service	Consult with council about trail matters, including transmittal of concerns from managing authorities and returning council's advice to managing authorities.	Outside federal areas consider initiating agreements with owners of critical trail links where state and local governments fail to do so (NTSA, sec. 7[e]).	Consider acquisition of any needed private lands within the exterior boundaries of NPS areas where agreements cannot be consummated (NTSA, sec. 7[d] and 10[c]).	After consulting with affected interests, promulgate regulations as necessary for proper administration and protection of the trail. Promulgate rules and regulations as may be necessary for NPS-managed segments.
Other Federal Agencies (Forest Service, Fish and Wildlife Service, Corps of Engineers)	Convey trail management concerns to NPS for transmittal to advisory council	Seek agreements with owners of high potential nonfederal lands within federal areas needed for the trail (NTSA, sec. 7[d]).	Consider acquisition of any needed private lands within the exterior boundaries of federal areas where agreements cannot be consummated, pursuant to (NTSA, sec. 7[d] and 10[c]).	Promulgate rules and regulations as may be necessary for managed segments, consistent with overall trail regulations and the comprehensive plan.
State Agencies and Local Governments	Same as above.	Seek agreements with owners of private lands needed for state and locally managed segments that may become certified (NTSA, sec. 7[e]).	Consider acquisition of private lands where agreements cannot be consummated. State funds, including Land and Water Conservation Fund monies, may be used for acquisition (NTSA, sec. 7[e]).	Same as above.
Private Organizations, Corporations, and Individuals	Same as above.	Seek agreements with landowners to establish segments that may subsequently be certified.	Consider acquiring lands for segments that may subsequently be certified.	Same as above.

NTSA – National Trails System Act.

	What the Parties Could Agree to Do			
Parties to Agreements	**Technical Assistance**	**Funding**	**Certification as Official Segments**	**Additional Legislative Authority**
Federal Agencies				
National Park Service	Upon request and as funds permit, provide technical assistance (e.g., national historic landmark program) to managing authorities for planning access, protection, facilities, interpretation, and establishment of rights-of-way for trail segments.	Fund initial set of markers for entire trail. Seek adequate appropriations to carry out overall administrative and technical assistance responsibilities and to develop and manage segments within NPS areas.	Process and take action on requests from federal, state, local, or private interests for certification of segments and sites.	N/A
Other Federal Agencies (Forest Service, Fish and Wildlife Service, Corps of Engineers)	Request technical assistance as outlined above from NPS and other sources, as needed.	Seek adequate appropriations to carry out responsibility for developing and managing federal segments (NTSA, sec. 10[c]).	N/A	N/A
State Agencies and Local Governments	Same as above; may provide technical assistance to federal and private entities upon request.	Same as above, including both state, private, and appropriate federal sources, for developing and managing certified segments.	Same as above.	Seek such additional state authority as may be required to obtain and obligate state funds for developing and managing state-owned certified segments.
Private Organizations, Corporations, and Individuals	Same as above for state assistance.	Seek funds from appropriate private, state, or federal sources for developing and managing certified segments that are privately owned.	Same as above.	N/A

	What the Parties Could Agree to Do	
Parties to Agreements	**Federal Register Notification**	**Periodic Consultation**
Federal Agencies		
National Park Service	Arrange for publication of the official trail route in the *Federal Register* (NTSA, sec. 7[a]); periodically publish notice of additional certified segments and any relocations.	Periodically consult with managing authorities about trail management, including coordination with planning of other conservation programs.
Other Federal Agencies (Forest Service, Fish and Wildlife Service, Corps of Engineers)	Immediately notify NPS of any changes in the status of certified segments.	Periodically consult with the NPS as outlined above; establish a primary coordinator for the trail.
State Agencies and Local Governments	Same as above.	Same as above.
Private Organizations, Corporations, and Individuals	Same as above.	Same as above.

SAMPLE COOPERATIVE AGREEMENT BETWEEN THE U.S. DEPARTMENT OF THE INTERIOR AND THE STATE OF ______________ CONCERNING THE SANTA FE NATIONAL HISTORIC TRAIL

This Cooperative Agreement ("Agreement") is entered into by and between the U.S. Department of the Interior ("Interior") and the State of ______________ ("State").

I. Authorities

This agreement is developed under the following authorities:

A. The National Trails System Act (16 USC 1241, et seq.), as amended by Public Law 100-35 (101 Stat. 302, 16 USC 1244 [a][15]).

B. Intergovernmental Cooperation Act of 1968 (42 USC 4201 et seq.).

II. Purpose

The purpose of this Agreement is to provide the basis for cooperation between Interior and the State to implement the Comprehensive Management and Use Plan for the Santa Fe National Historic Trail.

III. Background

Public Law 100-35 (101 Stat. 320, 16 USC 1244 [a][15]), amended the National Trails System Act ("the Act") to establish the Santa Fe National Historic trail ("the Trail"). The Act places responsibility for administering the Trail with the Secretary of the Interior ("Secretary"). Only federal lands are to be administered as initial protection components of the Trail; but the Act authorizes the Secretary to encourage and to assist State, local, or private entities in establishing, administering, and protecting those segments of the Trail which cross nonfederally owned lands. In furtherance of that objective, the Act provides that Cooperative Agreements between Interior and cooperating nonfederal agencies may be written for marking the Trail, establishing rights-of-way, and developing and maintaining facilities. Pursuant to the Act, the comprehensive plan for the Trail outlines objectives and practices to be observed in the management of the Trail and identifies significant potential Trail components, procedures for nonfederal certification, and the process to mark the Trail. The Governor of the State of ______________ and appropriate State agencies were consulted in the preparation and approval of the Comprehensive Management and Use Plan.

IV. Responsibilities

The State and Interior mutually desire that the Santa Fe National Historic Trail across the State of __________ be appropriately marked, administered, and managed so as to accomplish the purposes of the National Trails System Act. Accordingly, the State and Interior agree to carry out the following responsibilities for this purpose:

A. The U.S. Department of the Interior and the State of __________ mutually agree to:

  1. Establish individual coordinators within each administering agency for Trail administration activities.

2. Adopt the Santa Fe National Historic Trail Comprehensive Management and Use Plan, dated ____________, and manage the trail's resources as appropriate and feasible.

3. Keep each other informed and consult periodically on management problems pertaining to the Trail, including consultation with the Santa Fe National Historic Trail Advisory Council.

4. Subject to the availability of funds and personnel, provide assistance at the request of either party for the planning and development of facilities, acquisition of land, and the administration of the Trail.

B. Interior agrees to:

1. Designate the National Park Service (NPS) as the federal agency to carry out the Department's responsibilities, as appropriate, concerning the Trail.

2. Provide the State with an initial set of Trail markers in accordance with the marking program established in the Comprehensive Management and Use Plan.

3. Publish a notice of the Trail right-of-way in the *Federal Register.*

4. Upon request and as funds permit, provide technical assistance for planning access, protection, facilities, interpretation, and other aspects of management of the Trail.

5. Support efforts that promote the whole trail as a single, integrated system.

C. The State agrees to:

1. Mark the Santa Fe National Historic Trail with an initial set of markers furnished by the National Park Service according to the marking process identified in the Comprehensive Management and Use Plan for the Trail.

2. Maintain the trail markers erected under item C.1.

3. Administer, manage, protect, and maintain State-owned Trail sites and segments in accordance with the purpose of the Trail and the Comprehensive Management and Use Plan.

4. Develop, operate, and maintain public access, interpretive and recreational opportunities, and visitor use facilities in accordance with the Comprehensive Management and Use Plan.

5. Provide private landowners and nonfederal managing entities with cultural resource compliance assistance (i.e., National Historic Preservation Act of 1966, as amended, sections 106 and 110) and natural resource compliance assistance, incuding on-site technical evaluations and review of plans, designs, and mitigation measures.

6. Seek funding from State appropriations and using federal sources such as the Land and Water Conservation Fund or historic preservation grants (e.g., National Historic Landmark Program, Historic Preservation Fund) for acquiring, administering, managing, developing, operating, and maintaining State-owned Trail sites and segments or preserving privately owned sites

on the National Register of Historic Places or designated as National Historic Landmark sites.

7. Seek such additional State legislative authority as may be required for public use of, and to obligate State funds for management of, State-owned rights-of-way, sites, or other lands in the trail right-of-way.

8. Promulgate such rules and regulations as may be necessary for proper administration and protection of State-owned or privately owned sites and segments.

9. Seek cooperative agreements with owners of those private lands within the Trail right-of-way adjoining high potential State-owned sites and segments where necessary to ensure adequate protection or public access.

10. Consider acquiring necessary interests in those lands identified in item C.9. above where cooperative agreements with private landowners cannot be consummated.

11. Work cooperatively to develop an interstate trail promotion task force to promote the whole Santa Fe National Historic Trail on a national and international basis.

V. Nondiscrimination

During the performance of this Agreement, the cooperators agree to bide by the terms of Executive Order 11246 on nondiscrimination and will not discriminate against any person because of race, color, religion, age, sex, or national origin. The cooperators will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, age, sex, or national origin. No otherwise qualified individual will be denied access to a program or activity solely on the basis of a handicap.

VI. Officials Not to Benefit

No member of or delegate to Congress or resident Commissioner shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this Agreement if made with a corporation for its general benefit.

VII. Limitation

Nothing in this Agreement will be construed as limiting or affecting in any way the authority or legal responsibilities of Interior or the State to perform beyond the respective authority of each or to require either party to expend funds in any context or other obligation for future payment of funds or services in excess of those available or authorized for expenditure.

VIII. Amendment and Termination

Amendments to this Agreement may be proposed by either party and shall become effective upon written approval by both parties.

This Agreement will exist for a period of no longer than ten years, at which time all parties to the Agreement will evaluate its benefits and determine if the Agreement should be reaffirmed. It may be terminated or revised upon 60 days advance written notice given by one of the parties to the other, or it may be terminated earlier by mutual consent of both parties.

IX. Execution

In witness whereof, the parties hereto have executed this Agreement as of the last date written below:

Secretary of the Interior	Date	Governor, State of ____________________	Date

APPENDIX H: THREATENED OR ENDANGERED ANIMAL AND PLANT SPECIES POSSIBLY OCCURRING ALONG THE SANTA FE TRAIL

Common Name	Scientific Name	Federal Status	State Status
Missouri			
Mammals			
Jackrabbit, black-tailed	*Lepus californicus*		rare
Birds			
Owl, common barn	*Tyto alba*		endangered
Reptiles			
Massasauga	*Sistrurus catenatus tergeminus*		endangered
Skink, Great Plains	*Eumeces obsoletus*		rare
Snake, western smooth green	*Opheodrys vernalis blanchardi*		endangered
Fishes			
Chub, sicklefin	*Hybopsis meeki*	category 2	rare
Chub, sturgeon	*Hybopsis gelida*	category 2	rare
Killifish, plains	*Fundulus zebrinus*		rare
Sturgeon, pallid	*Scaphirhynchus albus*	proposed	endangered
Plants			
Bugle weed	*Lycopus asper*		endangered
Clover, prairie	*Petalostemon multiflorum*		endangered
Coneflower, rough	*Rudbeckia grandiflora* var. *grandiflora*		watch-listed
Corn-salad, beaked	*Valerianella stenocarpa* var. *parviflora*		rare
Dalea, nine-anther	*Dalea enneandra*		endangered
Duckweed, star	*Lemna trisulca*		rare
Elm, rock	*Ulmus thomasi*		watch-listed
Figwort, hare	*Scrophularia lanceolata*		endangered
Foxglove, auriculate false	*Gerardia auriculata*	category 2	watch-listed
Grass, buffalo	*Buchloe dactyloides*		watch-listed
Grass, bayonet	*Scirpus paludosus* var. *paludosus*		endangered
Grass, long-leaved reed	*Calamovilfa longifolia* var. *longifolia*		watch-listed
Grass, love	*Eragrostis reptans*		endangered
Ladies' tresses	*Spiranthes ovalis*		rare
Looking glass, Venus'	*Specularia holzingeri*		endangered
Loosestrife, tufted	*Lysimachia thyrsiflora*		endangered
Monarda, dotted	*Monarda punctata* var. *occidentalis*		endangered
Orchid, prairie white-fringed	*Platanthera leucophaea*	category 2	endangered
Raspberry, red	*Rubus idaeus* var. *strigosus*		endangered
Rush, Baltic	*Juncus balticus* var. *littoralis*		endangered
Rush, small spike	*Eleocharis parvula* var. *anachaeta*		endangered
Rye, wild	*Elymus interruptus*		endangered
Salt grass, seashore	*Distchlis spicata*		endangered
Sedge, awned	*Carex atherodes*		endangered
Sedge, hairy-fruited	*Carex trichocarpa*		rare
Sedge, straw	*Carex straminea*		endangered
Sedge, triangular	*Carex triangularis*		endangered
Spurge	*Euphorbia geyeri*		endangered
Vetch	*Vicia minutiflora*		watch-listed

Common Name	Scientific Name	Federal Status	State Status
Waterwort	*Elatine triandra* var. *americana*		endangered
Wormwood	*Artemesia glauca*		watch-listed
Kansas			
Mammals			
Ferret, black-footed	*Mustela nigripes*	endangered	endangered
Fox, swift	*Vulpes velox*	category 2	
Skunk, eastern spotted	*Spilogale putorius interrupta*		threatened
Birds			
Crane, whooping	*Grus americana*	endangered*	endangered**
Curlew, Eskimo	*Numenius borealis*	endangered	
Curlew, long-billed	*Numenius americanus*	category 2	
Eagle, bald	*Haliaeetus leucocephalus*	endangered	endangered**
Falcon, peregrine	*Falco peregrinus*	endangered	endangered
Hawk, ferruginous	*Buteo regalis*	category 2	
Hawk, Swainson's	*Buteo swainsoni*	category 2	
Ibis, white-faced	*Plegadis chihi*		threatened**
Plover, piping	*Charadrius melodus*	threatened	threatened
Plover, mountain	*Charadrius montanus*	category 2	
Plover, snowy	*Charadrius alexandrinus*		threatened**
Plover, western snowy	*Charadrius alexandrinus nivosus*	category 2	
Shrike, migrant loggerhead	*Lanius ludovicianus migrans*	category 2	
Tern, least	*Sterna antillarum*	endangered	endangered**
Reptiles			
Snake, checkered garter	*Thamnophus marcianus marcianus*		threatened
Snake, eastern hognose	*Heterodon platyrhinos latreille*		threatened
Snake, Kansas glossy	*Arizona elegans elegans*		threatened
Snake, northern redbelly	*Storeria occipitomoculata*		threatened
Snake, Texas longnose	*Rhinocheilus lecontei tessellatus*		threatened
Snake, western earth	*Virginia valeriae elegans*		threatened
Turtle, alligator snapping	*Macroclemys temmincki*	category 2	
Amphibians			
Frog, northern crawfish	*Rana areolata circulosa*		threatened**
Toad, western green	*Bufo debilis insidior*		threatened
Peeper, northern spring	*Hyla crucifer*		threatened
Fishes			
Chub, flathead	*Hybopsis gracilis*		threatened
Chub, hornyhead	*Nocomis biguttatus*		threatened
Chub, redspot	*Nocomis asper*		threatened
Chub, sicklefin	*Hybopsis meeki*	category 2	endangered**
Chub, speckled	*Hybopsis aestivalis tetranemus*		endangered**
Chub, sturgeon	*Hybopsis gelida*	category 2	
Darter, Arkansas	*Etheostoma cragini*		threatened**
Lamprey, chestnut	*Ichthyomyzon castaneous*		threatened**
Madtom, Neosho	*Noturus placidus*	category 1	threatened**
Shiner, Arkansas River	*Notropis girardi*	category 2	endangered
Shiner, silverband	*Notropis shumardi*		threatened**
Sturgeon, lake	*Acipenser fulvescens*	category 2	
Sturgeon, pallid	*Scaphirhyncus albus*	proposed	endangered
Sucker, blue	*Cycleptus elongatus*	category 2	

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* Federally designated critical species habitat

** State designated critical species habitat

Common Name	Scientific Name	Federal Status	State Status
Clams			
Mussel, Neosho pearly	*Lampsilis rafinesqueana*	category 2	
Mussel, western fan-shell pearly	*Cyprogenia aberti*	category 2	
Crustaceans			
Amphipod, Clanton's cave	*Stygobromus clantoni*	category 2	
Insects			
Beetle, American burying	*Nicrophorus americanus*	proposed	
Butterfly, regal fritillary	*Speyeria idalia*	category 2	
Plants			
Foxglove, false auriculate	*Tomanthera auriculata*	category 2	
Milkweed, Mead's	*Asclepias meadii*	threatened	
Orchid, western prairie fringed	*Platanthera praeclara*	proposed	
Oklahoma			
Mammals			
Ferret, black-footed	*Mustela nigripes*		endangered
Fox, swift	*Vulpes velox*	category 2	special concern
Birds			
Crane, whooping	*Grus americana*	endangered	endangered
Curlew, Eskimo	*Numenius borealis*	endangered	endangered
Curlew, long-billed	*Numenius americanus*	cateogry 2	special concern
Eagle, bald	*Haliaeetus leucocephalus*	endangered	endangered
Falcon, American peregrine	*Falco peregrinus anatum*	endangered	endangered
Hawk, ferruginous	*Buteo regalis*	category 2	special concern
Ibis, white-faced	*Plegadis chihi*	category 2	
Plover, mountain	*Charadrius montanus*	category 2	special concern
Plover, piping	*Charadrius melodus*	threatened	threatened
Plover, western snowy	*Charadrius alexandrinus nivosus*	category 2	special concern
Tern, interior least	*Sterna antillarum*	endangered	endangered
Reptiles			
Lizard, Texas horned	*Phrynosoma cornutum*	category 2	special concern
Snake, Texas garter	*Thamnophis sirtalis*	category 2	special concern
Fishes			
Shiner, Arkansas River	*Notropis girardi*	category 2	special concern
Plants			
Unknown			
Colorado			
Mammals			
Ferret, black-footed	*Mustela nigripes*	endangered	
Beaver, American	*Castor canadensis*		sensitive
Birds			
Duck, wood	*Aix sponsa*		unique
Eagle, bald	*Haliaeetus leucocephalus*	endangered	unique
Goose, Ross's	*Chen rossii*		unique

Common Name	Scientific Name	Federal Status	State Status
Longspur, McCown's	*Calcarius mccownii*		unique
Moorhen, common	*Gallinula chloropus*		rare
Owl, common barn	*Tyto alba*		unique
Pelican, American white	*Pelecanus erythrorhynchos*		threatened
Plover, piping	*Charadrius melodus*	threatened	threatened
Prairie-chicken, lesser	*Tympanuchus pallidicinctus*		threatened
Sandpiper, upland	*Bartramia longicauda*		rare
Tanager, hepatic	*Piranga flava*		rare
Tern, interior least	*Sterna antillarum*	endangered	endangered
Vireo, Bell's	*Vireo bellii*		unique
Woodpecker, ladder-backed	*Dendrocopos scalaris*		unique
Woodpecker, red-bellied	*Centurus carolinus zebra*		unique
Fishes			
Darter, Arkansas	*Etheostona cragini*		threatened
Sunfish, orange-spotted	*Lepomis humilis*		rare
Plants			
Aster, Canadian River spiny	*Herricka horrida*		rare
Gentian, Colorado green	*Frasera coloradensis*	category 2	rare
Goldenweed, single-head	*Haplopappus fremontii*	category 2	rare

New Mexico

Mammals			
Marten, pine	*Martes americana*		endangered
Mouse, meadow jumping	*Zapus hudsonius*		endangered
Birds			
Crane, whooping	*Grus americana*	endangered	endangered
Eagle, bald	*Haliaeetus leucocephalus*	endangered	endangered
Falcon, peregrine	*Falco peregrinus*	endangered	endangered
Hawk, common black	*Buteogallus anthracinus*		endangered
Hummingbird, broad-billed	*Cynanthus latirostris*		endangered
Kite, Mississippi	*Ictinia mississippiensis*		endangered
Plover, piping	*Charadrius melodus*	threatened	
Ptarmigan, white-tailed	*Lagopus leucurus*		endangered
Sparrow, Baird's	*Ammodramus bairdii*		endangered
Vireo, Bell's	*Vireo bellii*	category 2	endangered
Vireo, gray	*Vireo vicinior*		endangered
Reptile			
Snake, western ribbon	*Thamnophis proximus*		endangered
Fishes			
Chub, speckled	*Hybopsis aestivalis tetranemus*		endangered
Dace, southern redbelly	*Phoxinus erythrogaster*		endangered
Minnow, Mississippi silvery	*Hybognathus nuchalis*		endangered
Minnow, suckermouth	*Phenacobius mirabilis*		endangered
Shiner, Arkansas River	*Notropis girardi*		endangered
Stickleback, brook	*Culaea inconstans*		endangered
Snail			
Snail, Linnaeus's ramshorn	*Gyraulus crista*		endangered
Mollusks			
Mussel, paper-shell	*Anodonta imbecillis*		endangered
Pea-clam, circular	*Musculium partumeium*		endangered
Pea-clam, Lilljeborg's	*Pisidium lilljeborgi*		endangered

Common Name	Scientific Name	Federal Status	State Status
Pea-clam, Raymond's	*Musculium raymondi*		endangered
Pea-clam, wide	*Musculium transversum*		andangered
Plants			
Aster, spiny	*Herreckia horrida*		sensitive
Horsebrush, threadleaf	*Tetradymia filifolia*		sensitive
Milkvetch, Matthew's woolly	*Astragalus mollisimus* var. *matthewsii*		sensitive
Milkvetch, one-flowered	*Astragalus wittmanii*		sensitive

APPENDIX I: POPULATION PROFILE OF COUNTIES ALONG THE SANTA FE NATIONAL HISTORIC TRAIL

	Population 1970	Population 1980	Percentage Change 1970-1980	Population 1986	Percentage Change 1980-1986	Population Density (sq. mi.)
Missouri						
Howard	10,560	10,008	-5.2	9,800	-2.1	21.5
Saline	24,844	24,919	0.3	24,500	-1.7	33.0
Jackson	654,178	629,266	-3.8	636,400	1.1	1029.9
Lafayette	26,626	29,925	12.4	30,500	2.0	47.3
Kansas						
Johnson	220,073	270,269	22.8	310,107	14.7	565.4
Leavenworth	53,340	54,809	2.8	57,648	5.2	118.4
Douglas	57,932	67,640	16.8	71,875	6.3	146.7
Osage	13,352	15,319	14.7	17,043	11.3	22.0
Lyon	32,071	35,108	9.5	37,709	7.4	41.6
Morris	6,432	6,419	-0.2	6,278	-2.2	9.3
Dickinson	19,993	20,175	0.9	20,001	-0.9	23.7
Marion	13,935	13,522	-3.0	13,598	0.6	14.3
McPherson	24,778	26,855	8.4	29,226	8.8	29.8
Rice	12,320	11,900	-3.4	11,253	-5.4	16.3
Barton	30,663	31,343	2.2	35,020	11.7	35.0
Pawnee	8,484	8,065	-4.9	8,489	5.3	10.7
Edwards	4,581	4,271	-6.8	4,122	-3.5	6.9
Kiowa	4,088	4,046	-1.0	4,628	14.4	5.6
Ford	22,587	24,315	7.7	25,720	5.8	22.1
Gray	4,516	5,136	5.9	5,492	6.9	13.8
Finney	19,029	23,825	25.2	27,232	14.3	18.3
Kearny	3,048	3,435	12.7	4,234	23.3	4.0
Haskell	3,672	3,814	3.9	4,476	17.4	6.6
Grant	5,961	6,977	17.0	7,746	11.0	12.1
Stevens	4,198	4,736	12.8	4,812	1.6	6.5
Morton	3,576	3,454	-3.4	3,666	6.1	4.7
Hamilton	2,747	2,514	-8.5	2,552	1.5	2.5
Oklahoma						
Cimarron	4,145	3,648	-12.0	3,900	6.9	2.0
Colorado						
Baca	5,674	5,419	-4.5	4,523	-16.5	2.1
Prowers	13,258	13,070	-1.4	13,864	6.1	8.0
Bent	6,493	5,945	-8.4	5,783	-2.7	3.9
Otero	23,523	22,567	-4.1	22,008	-2.4	18.1
Las Animas	15,744	14,897	-5.4	14,184	-4.8	3.1
New Mexico						
Union	4,925	4,725	-4.1	5,000	5.8	1.2
Colfax	12,170	13,667	12.3	14,400	5.4	3.6
Mora	4,673	4,205	-10.0	4,600	9.4	2.2
San Miguel	21,951	22,751	3.6	25,000	9.9	4.8
Santa Fe	57,774	75,360	37.6	84,700	12.4	39.6
Total	**1,457,914**	**1,528,321**	**4.8**	**1,612,089**	**5.5**	–

APPENDIX J: MUSEUMS AND OTHER FACILITIES ALONG THE SANTA FE NATIONAL HISTORIC TRAIL

The following list includes all museums and other facilities along the Santa Fe National Historic Trail or within 20 miles of the trail corridor that have collections or interpretive themes relating to the trail. Facilities are listed by state, with the city of location in parentheses. The state of Oklahoma has no facilities within the study area.

Missouri

Arrow Rock State Historic Site (Arrow Rock)
Friends of Arrow Rock (Arrow Rock)
Boone's Lick State Historic Site (Boonboro)
Saline Historical Society (Marshall)
Watkins Woolen Mill State Historic Site (Lawson)
Fort Osage (Sibley)
Missouri Town 1855 (Blue Spring)
Thomas Hart Benton Home and Studio (Kansas City)
1859 Marshal's Home and Museum (Independence)

Kansas

Grinter Place Museum (Kansas City)
Johnson County Historical Museum (Shawnee)
Leavenworth County Historical Society (Leavenworth)
Fort Leavenworth Museum (Fort Leavenworth)
Fort Leavenworth Historical Society (Fort Leavenworth)
Mahaffie House and Farmstead (Olathe)
Elizabeth M. Watkins Community Museum (Lawrence)
Lanesville School Historical Society (Edgerton)
Old Castle Museum (Baldwin City)
Old Depot Museum (Ottawa)
Osage County Historical Society (Lyndon)
Kansas State Historical Society Museum (Topeka)
Kaw Methodist Mission (Council Grove)
Roniger Memorial Museum (Cottonwood Falls)
Marion County Historical Society (Marion)
Pioneer Adobe House and Museum (Hillsboro)
Harvey County Historical Society Library and Museum (Newton)
Kauffman Museum (North Newton)
Fort Larned National Historic Site (Larned)
Santa Fe Trail Center (Larned)
Edwards County Historical Museum (Kinsley)
Boot Hill Museum (Dodge City)
Finney County Historical Society (Garden City)
Coronado–Quivera Museum (Lyons)

Colorado

Big Timbers Museum (Lamar)
Kit Carson Memorial Chapel (Ft. Lyon)
Kit Carson Museum (Las Animas)
Bent's Old Fort National Historic Site (La Junta)

Koshare Indian Museum (La Junta)
Rocky Ford Public Museum (Rocky Ford)
Otero County Museum (La Junta)
Baca House (Trinidad)
Bloom House (Trinidad)
Pioneer Museum (Trinidad)

New Mexico

Raton Museum (Raton)
Old Mill Museum (Cimarron)
Philmont Museum (Cimarron)
Fort Union National Monument (Watrous)
Rough Riders Memorial and City Museum (Las Vegas)
Pecos National Monument (Pecos)
Old Cienega Village Museum (Santa Fe)
Palace of the Governors (Santa Fe)

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PLANNING TEAM AND CONSULTANTS

PLANNING TEAM

Denver Service Center
John C. Paige, Team Captain
Michael Spratt, Former Team Captain
Jere Krakow, Cultural Resource Specialist
Bruce A. McCraney, Landscape Architect
Lynn Peterson, Natural Resource Specialist
Roberta McDougall, Interpretive Specialist
R. Michael Madell, Sociologist

Southwest Regional Office
David M. Gaines, Chief, Branch of Trail Programs

Midwest Regional Office
Thomas Gilbert, Regional Trails Coordinator

Rocky Mountain Regional Office
James Riddle, Regional Trails Coordinator

CONSULTANTS

Denver Service Center
Ronald W. Johnson, Supervisor, Branch of Planning, Central Team
Keith Payne, Landscape Architect

Southwest Regional Office
Douglas D. Faris, Chief of Planning, Design, and Environmental Coordination
Melody Webb, Chief, Division of History
Daniel Murphy, Writer/Editor, Division of Interpretation and Visitor Services

Superintendents
John B. Arnold, Superintendent, Fort Larned National Historic Site
Donald C. Hill, Superintendent, Bent's Old Fort National Historic Site
Douglas McChristian, Former Superintendent, Fort Union National Monument
Harry C. Myers, Superintendent, Fort Union National Monument
Norman J. Riegle, Superintendent, Harry S Truman National Historic Site
Linda Stoll, Superintendent, Pecos National Monument

Santa Fe Trail Association
Gregory Franywa
Leo and Bonita Oliva
Marc Simmons, President

New Mexico Economic Development and Tourism Department
Mike Pitel

As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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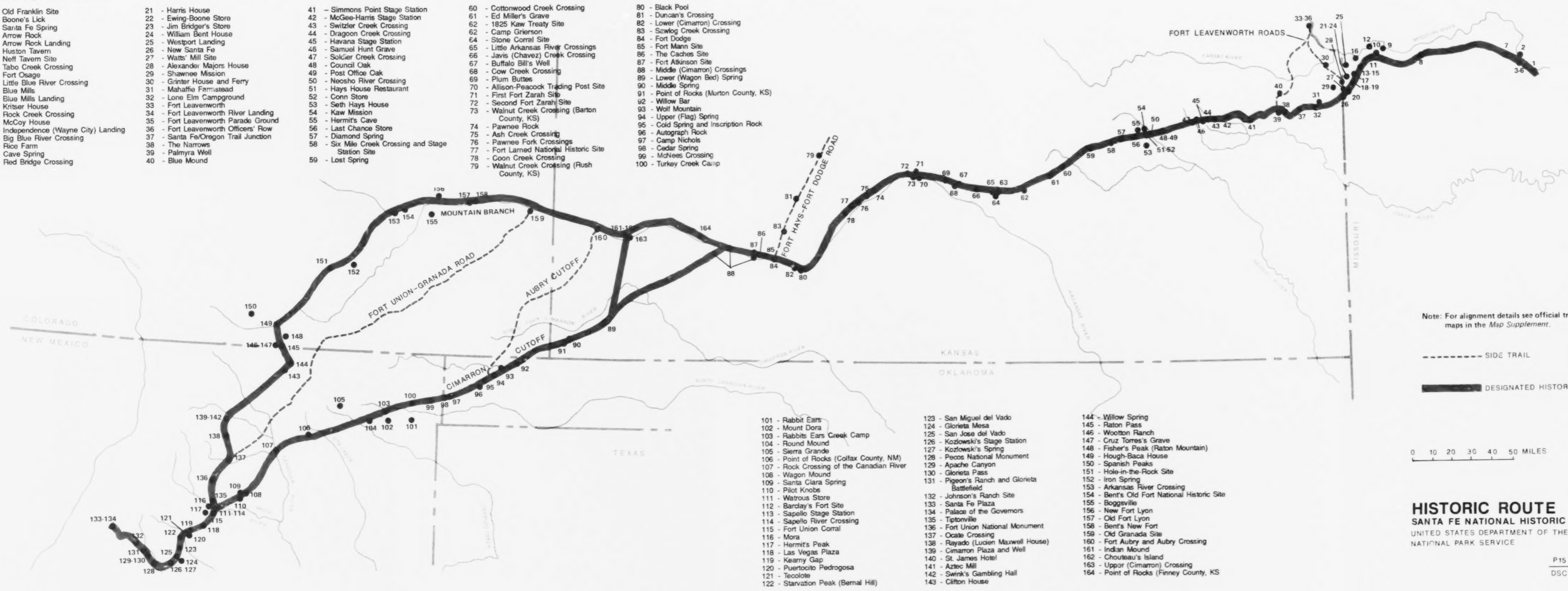

SIGNIFICANT SITES

1 - Old Franklin Site
2 - Boone's Lick
3 - Santa Fe Spring
4 - Arrow Rock
5 - Arrow Rock Landing
6 - Huston Tavern
7 - Neff Tavern Site
8 - Tabo Creek Crossing
9 - Fort Osage
10 - Little Blue River Crossing
11 - Blue Mills
12 - Blue Mills Landing
13 - Kritser House
14 - Rock Creek Crossing
15 - McCoy House
16 - Independence (Wayne City) Landing
17 - Big Blue River Crossing
18 - Rice Farm
19 - Cave Spring
20 - Red Bridge Crossing
21 - Harris House
22 - Ewing-Boone Store
23 - Jim Bridger's Store
24 - William Bent House
25 - Westport Landing
26 - New Santa Fe
27 - Watts' Mill Site
28 - Alexander Majors House
29 - Shawnee Mission
30 - Grinter House and Ferry
31 - Mahaffie Farmstead
32 - Lone Elm Campground
33 - Fort Leavenworth
34 - Fort Leavenworth River Landing
35 - Fort Leavenworth Parade Ground
36 - Fort Leavenworth Officers' Row
37 - Santa Fe/Oregon Trail Junction
38 - The Narrows
39 - Palmyra Well
40 - Blue Mound
41 – Simmons Point Stage Station
42 - McGee-Harris Stage Station
43 - Switzler Creek Crossing
44 - Dragoon Creek Crossing
45 - Havana Stage Station
46 - Samuel Hunt Grave
47 - Soldier Creek Crossing
48 - Council Oak
49 - Post Office Oak
50 - Neosho River Crossing
51 - Hays House Restaurant
52 - Conn Store
53 - Seth Hays House
54 - Kaw Mission
55 - Hermit's Cave
56 - Last Chance Store
57 - Diamond Spring
58 - Six Mile Creek Crossing and Stage Station Site
59 - Lost Spring
60 - Cottonwood Creek Crossing
61 - Ed Miller's Grave
62 - 1825 Kaw Treaty Site
62 - Camp Grierson
64 - Stone Corral Site
65 - Little Arkansas River Crossings
66 - Javis (Chavez) Creek Crossing
67 - Buffalo Bill's Well
68 - Cow Creek Crossing
69 - Plum Buttes
70 - Allison-Peacock Trading Post Site
71 - First Fort Zarah Site
72 - Second Fort Zarah Site
73 - Walnut Creek Crossing (Barton County, KS)
74 - Pawnee Rock
75 - Ash Creek Crossing
76 - Pawnee Fork Crossings
77 - Fort Larned National Historic Site
78 - Coon Creek Crossing
79 - Walnut Creek Crossing (Rush County, KS)
80 - Black Pool
81 - Duncan's Crossing
82 - Lower (Cimarron) Crossing
83 - Sawlog Creek Crossing
84 - Fort Dodge
85 - Fort Mann Site
86 - The Caches Site
87 - Fort Atkinson Site
88 - Middle (Cimarron) Crossings
89 - Lower (Wagon Bed) Spring
90 - Middle Spring
91 - Point of Rocks (Morton County, KS)
92 - Willow Bar
93 - Wolf Mountain
94 - Upper (Flag) Spring
95 - Cold Spring and Inscription Rock
96 - Autograph Rock
97 - Camp Nichols
98 - Cedar Spring
99 - McNees Crossing
100 - Turkey Creek Camp
101 - Rabbit Ears
102 - Mount Dora
103 - Rabbits Ears Creek Camp
104 - Round Mound
105 - Sierra Grande
106 - Point of Rocks (Colfax County, NM)
107 - Rock Crossing of the Canadian River
108 - Wagon Mound
109 - Santa Clara Spring
110 - Pilot Knobs
111 - Watrous Store
112 - Barclay's Fort Site
113 - Sapello Stage Station
114 - Sapello River Crossing
115 - Fort Union Corral
116 - Mora
117 - Hermit's Peak
118 - Las Vegas Plaza
119 - Kearny Gap
120 - Puertocito Pedrogosa
121 - Tecolote
122 - Starvation Peak (Bernal Hill)
123 - San Miguel del Vado
124 - Glorieta Mesa
125 - San Jose del Vado
126 - Kozlowski's Stage Station
127 - Kozlowski's Spring
128 - Pecos National Monument
129 - Apache Canyon
130 - Glorieta Pass
131 - Pigeon's Ranch and Glorieta Battlefield
132 - Johnson's Ranch Site
133 - Santa Fe Plaza
134 - Palace of the Governors
135 - Tiptonville
136 - Fort Union National Monument
137 - Ocate Crossing
138 - Rayado (Lucien Maxwell House)
139 - Cimarron Plaza and Well
140 - St. James Hotel
141 - Aztec Mill
142 - Swink's Gambling Hall
143 - Clifton House
144 - Willow Spring
145 - Raton Pass
146 - Wootton Ranch
147 - Cruz Torres's Grave
148 - Fisher's Peak (Raton Mountain)
149 - Hough-Baca House
150 - Spanish Peaks
151 - Hole-in-the-Rock Site
152 - Iron Spring
153 - Arkansas River Crossing
154 - Bent's Old Fort National Historic Site
155 - Boggsville
156 - New Fort Lyon
157 - Old Fort Lyon
158 - Bent's New Fort
159 - Old Granada Site
160 - Fort Aubry and Aubry Crossing
161 - Indian Mound
162 - Chouteau's Island
163 - Uppor (Cimarron) Crossing
164 - Point of Rocks (Finney County, KS

Note: For alignment details see official trail route maps in the *Map Supplement*.

--------- SIDE TRAIL

▬ DESIGNATED HISTORIC ROUTE

0 10 20 30 40 50 MILES

⇧ NORTH

HISTORIC ROUTE

SANTA FE NATIONAL HISTORIC TRAIL

UNITED STATES DEPARTMENT OF THE INTERIOR
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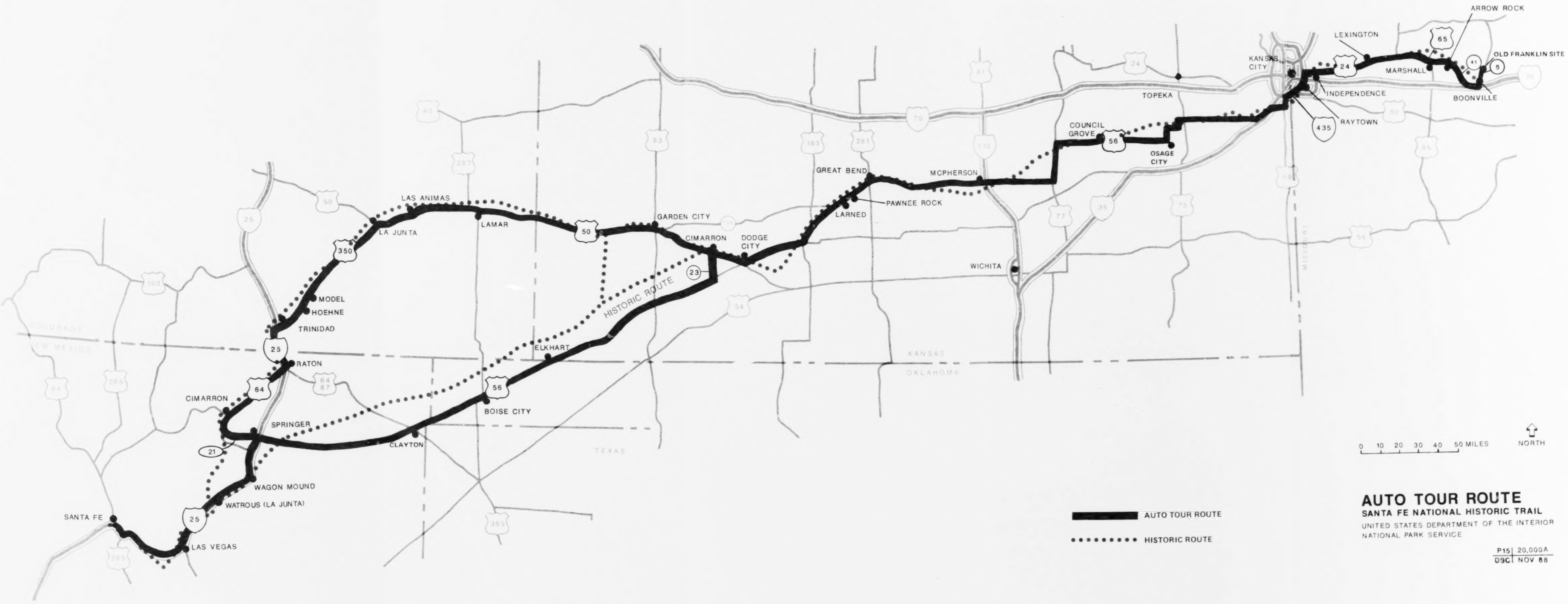
ARROW ROCK
LEXINGTON
KANSAS CITY
OLD FRANKLIN SITE
MARSHALL
BOONVILLE
INDEPENDENCE
RAYTOWN
TOPEKA
COUNCIL GROVE
OSAGE CITY
MCPHERSON
GREAT BEND
PAWNEE ROCK
LARNED
WICHITA
DODGE CITY
CIMARRON
GARDEN CITY
HISTORIC ROUTE
LAMAR
LAS ANIMAS
LA JUNTA
MODEL
HOEHNE
TRINIDAD
RATON
CIMARRON
SPRINGER
CLAYTON
BOISE CITY
ELKHART
WAGON MOUND
WATROUS (LA JUNTA)
SANTA FE
LAS VEGAS
KANSAS
OKLAHOMA
TEXAS
0 10 20 30 40 50 MILES
NORTH

■ AUTO TOUR ROUTE

•••••••• HISTORIC ROUTE

AUTO TOUR ROUTE

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